

Airworthiness Directive Schedule

Helicopters

Robinson R22 Series

29 February 2024

- Notes:**
1. This AD schedule is applicable to Robinson R22, R22 Alpha, R22 Beta and R22 Mariner helicopters manufactured under FAA Type Certificate No. H10WE.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

State of Design ADs can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/regulatory-system)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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<p>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</p>		
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DCA/R22/1 Main Rotor Blades - Inspection

Applicability: All model R22 series

Requirement: Visually inspect rotor blades per Robinson SB's B-1 and B-2. If any delamination is detected, blades must be replaced with like serviceable parts before further flight
(FAA AD 80-08-08 refers)

Compliance: Daily

Effective Date: 5 December 1980

Note: May be accomplished by pilot subject to:

(a) Adequate instruction by LAME responsible for aircraft

(b) Maintenance Release endorsed to refer to inspection requirement

(c) Copy of requirement document(s) attached to Maintenance Release

DCA/R22/2 Airframe Structure - Inspection

Applicability: Model R22 S/N 0002 through 0082

Requirement: Inspect tubular structure per Robinson SB B-4. Before further flight rectify any defects found and renew all attachment nuts, bolts and PAL nuts
(FAA AD 80-24-01 refers)

Compliance: Within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS

DCA/R22/3B Main Gear Box Coupling - Inspection

Applicability: Model R22 S/N 0002 through 0107

Requirement: Inspect flex coupling yokes P/N A192 and A194 per Robinson SB 11 and remove from service any found cracked

Compliance: At intervals not exceeding 10 hours TIS until replaced with yokes P/N A907 and A908

Effective Date: DCA/R22/3A - 20 March 1981

DCA/R22/3B - 21 August 1981

DCA/R22/4 Safety Harness Latch - Rework

Applicability: All model R22 S/N 0002 through 0153

Requirement: Rework harness latch per Robinson SB 12

Compliance: Within the next 10 hours TIS

Effective Date: 17 June 1981

Note: Requirement notified to registered owner(s) on effective date

DCA/R22/5B Main Rotor Blades - Retirement

Applicability: All model R22 with main rotor blades P/N A016-1 Rev A through Rev W S/N 0100 through 0810

Requirement: 1. Before further flight retire from service all main rotor blades P/N A016-1 Rev A through Rev V S/N 0100 through 0593 and using letters at least ½ inch high, mark as "UNAIRWORTHY". Also mark data plate "UNAIRWORTHY" using metal stamp.
2. Retire from service main rotor blades P/N A016-1 Rev W S/N 0600 through 0810 at 1000 hours TTIS
(FAA AD 82-03-07 refers)

Effective Date: DCA/R22/5A - 26 November 1981
DCA/R22/5B - 26 February 1982

DCA/R22/6 Control rod Ends - Modification

Applicability: Model R22 S/N 0002 through 0180

Requirement: Install safety washers per Robinson SL 9

Compliance: Within the next 100 hours TIS

Effective Date: 2 October 1981

DCA/R22/7 Clutch Shaft Plug Installation - Inspection

Applicability: Model R22 S/N 002 through 0226

Requirement: Inspect shaft plug per Robinson SB 16 and rectify installation as necessary before further flight

Compliance: Within the next 25 hours TIS

Effective Date: 11 December 1981

Note: Requirement notified to registered owner(s) on effective date

DCA/R22/8A Upper Frame Structure - Inspection

Applicability: Model R22 S/N 0002 through 0311 with P/N A020-2 frames S/N 0002 through 0361

Requirement: Inspect frames S/N 0002 through 0287 per Robinson SB 18 and frames S/N 0002 through 0361 per Robinson SB 23. Remove cracked frames from service before further flight

Compliance: At intervals not exceeding 50 hours TIS

Effective Date: DCA/R22/8 - 16 April 1982
DCA/R22/8A - 21 October 1983

DCA/R22/9 Tail Rotor Drive Shaft - Replacement

Applicability: Model R22 S/N 0002 through 0282

Requirement: Remove from service tail rotor drive shaft assemblies P/N A197 through Rev P and install P/N A197 Rev Q and subsequent per Robinson SB 21

Ensure that dash number of replacement A197 shaft is the same as that of the shaft removed

(FAA AD 82-15-07 refers)

Compliance: Within the next 100 hours TIS

Effective Date: 27 August 1982

DCA/R22/10 Superseded by DCA/R22/32**DCA/R22/11 Main Rotor Blade - Inspection/Retirement**

Applicability: All model R22 with blade P/N A016-1 Rev W S/N 0600 through 0810

Requirement:

1. Inspect main rotor blades for part and serial numbers
2. Retire from service all main rotor blades P/N A016-1 Rev W S/N 0600 through 0810 and using letters at least 2 inches high mark 'UNAIRWORTHY'

(FAA AD 83-15-07 R1 refers)

Compliance: Before further flight

Effective Date: 12 August 1983

Note: Requirement notified to registered owner(s) on effective date

DCA/R22/12 Actuator Drive Screw - Replacement

Applicability: All model R22 with P/N A051 actuator S/N 152 through 346

Requirement: Remove incorrectly heat treated drive screws from service per Robinson SB 32

Compliance: Within the next 25 hours TIS or by 30 November whichever is the sooner

Effective Date: 21 October 1983

DCA/R22/13 Control Tubes - Inspection

Applicability: Model R22 S/N 0002 through 0369

Requirement: Inspect push-pull tubes P/N A121-7 and guide bushes per Robinson SB 36. Rectify or renew worn parts as prescribed before further flight

Compliance: Within the next 50 hours TIS or by 29 February 1984 whichever is the sooner

Effective Date: 16 December 1983

DCA/R22/14 Main rotor Gear Box - Inspection and Modification

- Applicability:** All model R22 series with main rotor gear box P/N A006-1 Rev A through V
- Requirement:** To prevent hazards resulting from ring gear bolt failure, inspection and modification per FAA AD 84-18-04 is required.
- Compliance:**
1. Inspection per AD 84-18-04 para (a) - within next 15 hours TIS and thereafter at intervals not exceeding 50 hours TIS until modified per para (c).
 2. Inspection also required before further flight if gear box oil chip detector light illuminates during ground or flight operations.
 3. Modification per para (c) - within next 200 hours TIS.
- Effective Date:** 22 September 1984

Note: Requirement notified to registered owner(s) on effective date

DCA/R22/15 Lower Vertical Fin - Inspection

- Applicability:** Model R22 series S/N 0002 through 0598.
- Requirement:** To preclude possibility of in-flight failure inspect, rectify as necessary and re-install vertical fins per Robinson SB 53.
- Compliance:** Within the next 25 hours TIS or by 30 November 1986, whichever is the sooner.
- Effective Date:** 30 October 1986

Note: Requirement notified to registered owner(s) on effective date.

DCA/R22/16 Main Rotor Pitch Link - Inspection and Removal

- Applicability:** Model R22 series S/N 0580 through 0644 and all pitch link spare parts P/N A258-1, -2 or -4 received from RHC between 15 August 1986 and 7 May 1987.
- Requirement:** Inspect pitch link assemblies and remove from service per Robinson SB 57, Parts A and B respectively.
(FAA AD 87-18-03 refers)
- Compliance:** Part A - Prior to each flight until Part B accomplished.
Part B - Within the next 10 hours TIS or by 31 October 1987 whichever is the sooner.
- Effective Date:** 21 September 1987

Note: Requirement notified to registered owner(s) on effective date

DCA/R22/17A Cancelled – FAA AD 88-26-01R2 refers

Effective Date: 30 April 2020

DCA/R22/18 Cancelled – FAA AD 88-26-01R2 refers

Effective Date: 30 April 2020

DCA/R22/19 Cancelled – Purpose Fulfilled**DCA/R22/20 Carburettor Air Box - Modification**

- Applicability:** All model R22 with carburetor air box latches
- Requirement:** To prevent carburettor air box latches coming loose in flight, which could result in engine power loss, replace the latches with bolts per Robinson SB 61
(FAA AD 90-17-01 refers)
- Compliance:** By 31 October 1990
- Effective Date:** 21 September 1990

DCA/R22/21 NAS1304-16 AF Bolts - Replacement

Applicability: Model R22 series S/N 1880 through 2060 and 2073. Also, any R22 which have been overhauled or repaired by RHC between 9 July 1991 and 1 March 1992, and all NAS1304-16 AF bolts shipped from RHC as spares after 9 July 1991.

Requirement: Visually inspect per Robinson SB 69, the heads of all NAS1304-16 bolts for the raised identifying markings "AF". Remove from service before further flight any bolts with the above markings which have been installed by or obtained from the RHC factory after 9 July 1991.

Replace with NAS1304-16 bolts with head markings other than "AF", or replace with NAS6604-16 bolts. Suspect NAS1304-16 AF bolts not returned to RHC, must be destroyed.

(FAA AD 92-06-17 refers)

Compliance: Within the next 10 hours TIS or by 30 March 1992, whichever is the sooner.

Effective Date: 13 March 1992

Note: Requirement notified to registered owner(s) on effective date.

DCA/R22/22 Tailcone Skin Doubler - Installation

Applicability: Model R22 series S/N 0002 through S/N 2060 and 2073 equipped with Tail Rotor Visual Warning Guards (with either two or three red stripes)

Requirement: 1. Remove tail rotor visual warning guard per Robinson SB 68.
2. Install KI-73 doubler kit and guard per kit instructions.

Compliance: 1. Within the next 50 hours TIS, or within the next 20 hours TIS if the aircraft has been in service over 400 hours since guard installation.
2. Within 14 days of receipt of kit, or by 30 September 1992 whichever is the sooner

Effective Date: 13 March 1992

Note: Requirement notified to registered owner(s) on effective date

DCA/R22/23D Main Rotor Blades - Inspection

Applicability: Model R22 equipped with main rotor blades, P/N A016-2, with S/N up to and including 7569 (including any suffixes).

Requirement: To prevent abnormal in-flight vibrations, failure of a main rotor blade (blade), and subsequent loss of the helicopter, accomplish the following:-

1. Visually inspect the blades' top and bottom skins for corrosion or cracks using a 5-power or higher magnifying glass per the applicable maintenance manual.
2. Visually check the blades' top and bottom skins for corrosion or cracks per Robinson SB 72.

If a suspected crack is found in a blade during any of the inspections or checks required by this AD, perform a dye penetrant inspection for crack verification. If any crack is found in the blade skins, replace the blade with an airworthy blade before further flight. If any corrosion is found in the blade skins, repair or replace the blade with an airworthy blade per the maintenance manual.

(FAA AD 94-15-08 refers)

Compliance: 1. Visual inspections at intervals not to exceed 100 hours TIS or 12 months, whichever is the sooner. Also, before further flight after the onset of abnormal vibrations of the main rotor system.

2. Visual checks at intervals not to exceed 25 hours TIS.

Note: This check may be accomplished by the pilot between scheduled inspections, in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Effective Date: DCA/R22/23C - 27 January 2000
DCA/R22/23D - 28 February 2002

DCA/R22/24B Forward Flexplate - Replacement

- Applicability:** All model R22 not fitted with forward flexplate P/N A947-1E or subsequent FAA approved revisions to P/N A947-1.
- Requirement:** To prevent failure of the forward flexplate, failure of the main rotor drive and subsequent loss of control of the helicopter, replace the flexplate with a flexplate P/N A947-1E or a subsequent FAA-approved revision to P/N A947-1.
(FAA AD 95-06-07 refers)
- Compliance:** By 11 June 1998
- Effective Date:** DCA/R22/24 - 15 April 1994
DCA/R22/24A - 12 May 1995
DCA/R22/24B - 4 June 1998

DCA/R22/25B Tail Rotor Gearbox Input and Output Shaft Key - Inspection

- Applicability:** Model R22 series with tail rotor (T/R) gearboxes which were overhauled or manufactured by RHC prior to 8 June 1992. This airworthiness directive is not applicable to helicopters where the installation of the T/R input and output key has been confirmed by inspection. FAA AD 95-23-05 (see note 2) lists tail rotor gearbox S/Ns that have already been determined to have the T/R input and output shaft keys installed.
- Requirement:** To prevent slippage of the tail rotor drive and loss of directional control, accomplish the following:-
- A. Install the alignment dots and inspect per Part A of Robinson SB #74. If slippage is detected, replace the tail rotor gearbox before further flight.
 - B. Check alignment dots per Part B of SB #74. If misalignment is detected, repeat inspection per Part A before further flight.
 - C. Verify installation of both the input and output shaft keys per FAA AD 95-23-05.
(FAA AD 95-23-05 refers)
- Compliance:**
- A. Within next 5 hours TIS.
 - B. Prior to the first flight of each day the helicopter is to be operated, until Part C is accomplished.
 - C. Within next 100 hours TIS.
- Note 1: The daily inspection may be accomplished by pilot subject to:*
- (a) Adequate instruction by LAME responsible for the aircraft.
 - (b) Aircraft Technical Log to be endorsed to refer to inspection requirement.
 - (c) Copy of Robinson SB #74 to be attached to the Aircraft Technical Log.
 - (d) Pilot to certify inspection compliance, date and licence number on the copy of SB #74.
- Note 2: A copy of FAA AD 95-23-05 has been provided to Robinson Service Centres.*
- Effective Date:** DCA/R22/25A - 12 May 1995
DCA/R22/25B - 16 February 1996

DCA/R22/26A Main Rotor Shaft Retaining Nuts - Inspection

Applicability All Model R22 series with main rotor gearboxes manufactured or overhauled by the Robinson Helicopter Company prior to 16 June 1992.

Gearboxes fitted to new helicopters S/N 2178 and on, were manufactured after 15 June 1992.

Requirement: To prevent failure of the mast support structure due to the rotor shaft nuts becoming loose and allowing the rotor shaft to pull through the retention bearing in the gearbox, accomplish the following:

Inspect main rotor shaft retaining nuts per Robinson SB 76. Remove, renew lockwashers and reinstall per SB 76.

Compliance: Within next 100 hours TIS or by 31 March 1995, whichever is the sooner.

Notes: 1. This airworthiness directive must be accomplished by a Robinson Service Centre.

2. Report any defects or looseness of the shaft nuts to the CAA immediately.

Effective Date DCA/R22/26 - 20 January 1995
DCA/R22/26A - 23 January 1995

DCA/R22/27C Cancelled – DCA/R22/48 refers

Effective Date: 26 May 2016

DCA/R22/28 Cancelled – Purpose Fulfilled**DCA/R22/29 Tail Rotor Blades - Inspection for Unapproved Parts**

Applicability All Model R22 series

Requirement: To detect bogus tail rotor blades and remove them from service, accomplish one of the following documentation checks:-

1. Compare your tail rotor (TR) blade S/Ns with the S/Ns listed in your aircraft log book or records to insure that the blades on your helicopter are either:-
 - (a) The blades installed when the helicopter was manufactured or overhauled by the Robinson Helicopter Company (RHC) factory, or
 - (b) Replacement blades that were purchased either directly from RHC, or from RHC via a New Zealand Robinson Service Centre.

If records show that the TR blades were installed on the helicopter by RHC, or the blades were purchased from RHC either directly or via a NZ Robinson Service Centre, no further action is required.

2. If the blades were replaced after the helicopter left RHC, determine the identity of the organisation and the name and license number of the maintenance person who installed the replacement blades. If available, obtain a copy of the FAA 8130-3 Airworthiness Tag, RHC yellow Maintenance Release Tag, and the invoice showing the purchase of the blades from RHC and fax this information to RHC Customer Service (Fax No. 001 310 539 5198) for verification.

If RHC verify the TR blades as approved parts no further action is required. If the history of any blade cannot be determined or RHC cannot verify the blades as approved parts, replace the blades before further flight. The finding of any bogus parts must be reported to the Civil Aviation Authority.

Compliance: Before further flight

Effective Date: 17 November 1995

DCA/R22/30 Main Rotor Blades - Inspection for Unairworthy Parts**Applicability** All Model R22 series**Requirement:** To detect unairworthy main rotor blades and remove them from service, accomplish one of the following documentation checks:-

1. Compare your main rotor (MR) blade S/Ns with the S/Ns listed in your aircraft log book or records to insure that the blades on your helicopter are either:-
 - a) The blades installed when the helicopter was manufactured or overhauled by the Robinson Helicopter Company (RHC) factory, or b) Replacement blades that were purchased either directly from RHC, or from RHC via a New Zealand Robinson Service Centre.

If records show that the MR blades were installed on the helicopter by RHC, or the blades were purchased from RHC either directly or via a NZ Robinson Service Centre, no further action is required.

2. If the blades have been replaced since the helicopter left RHC, verify that the manufacturer's blade life limitations have not been exceeded by checking; the FAA 8130-3 Airworthiness Tag information, and all subsequent blade times in service as recorded in the helicopter log books. If this process cannot be followed completely and the actual blade time in service not positively established, the blades must be removed from service before further flight.

3. If MR blade S/Ns 2657 or 2653 are found fitted, they must be removed from service before further flight. The CAA has determined that these blades have been imported with zero time in service remaining.

Details of any unairworthy blades found must be reported to:

CIA
Civil Aviation Authority
P O Box 31-441
LOWER HUTT

Compliance: Before further flight.**Effective Date:** 29 April 1996**DCA/R22/31 Upper V-Belt Sheaves - Replacement****Applicability** R22 series with upper V-belt sheave P/N A170-1I, A170-1J, or A170-2J installed.**Requirement:** To prevent failure of the sheave, which could result in damage to other drive system components, accomplish the following:-

Replace the sheave P/N A170-1I, A170-1J, or A170-2J with an airworthy sheave, P/N A170-1 or P/N A170-2 per Robinson R22 SB-77.

(FAA AD 96-09-29 refers)

Compliance: Within next 100 hours TIS or by 7 August 1996, whichever is the sooner.**Effective Date:** 7 June 1996

DCA/R22/32A Main Rotor RPM Governor - Installation**Applicability:** All model R22 series**Requirement:** To minimise the possibility of pilot mismanagement of the main rotor RPM, which could result in unrecoverable main rotor blade stall and subsequent loss of control of the helicopter, accomplish the following:-

Adjust the A569-1 or -5 low-RPM warning unit so that the warning horn and caution light activate when the main rotor RPM is between 96% and 97% rotor RPM per the procedures contained in the R22 maintenance manual.

For helicopters that do not have a governor currently installed, install a Robinson Helicopter Company KI-67-2 Governor Field Installation Kit per the kit instructions.

For helicopters that have a throttle/collective governor currently installed, upgrade the governor with a Robinson Helicopter Company KI-67-3 Governor Upgrade Kit per the kit instructions.

Upon installation of the governor, revise the R22 Flight Manual (AIR2140) to include the FAA-approved Flight Manual revision dated July 23, 1996.

(FAA AD 97-02-14 refers)

Compliance: Within next 60 days unless already accomplished.**Effective Date:** DCA/R22/32 - 5 July 1996
DCA/R22/32A - 14 March 1997**DCA/R22/33 Main Rotor Blades - Removal****Applicability:** All model R22 series**Requirement:** The CAA has determined that main rotor blades S/N 1838 and 1840 were removed from service time expired, but may have been refitted to a New Zealand registered R22. To prevent failure of these main rotor blades accomplish the following:-

Determine S/Ns of main rotor blades fitted. If main rotor blade S/N 1838 or 1840 is found fitted, remove from service and notify the CAA.

Compliance: Before further flight**Effective Date:** 7 November 1996**DCA/R22/34 Carburettor - Replacement****Applicability:** Model R22 series, S/N 2571 through 2664.**Requirement:** To prevent inadvertent placement of the mixture control to the idle cut-off position during in-flight leaning of the engine, which could result in engine stoppage, accomplish the following:

Remove the MA-4-5 carburettor and carburettor air temperature (CAT) gauge, P/N C604-6, and replace them with an airworthy MA-4SPA carburettor and remarked CAT gauge, P/N A604-2, per Robinson R22 SB-82, and Robinson KI-114 O-360 Engine Carburettor Change Kit instructions, Revision A, dated March 6, 1997.

Upon completion of this, insert the FAA-approved R22 Pilot's Operating Handbook Section 9, Supplements 7 (R22 Beta II) and 8 (R22 Mariner II), revised February 6, 1997, into the R22 Rotorcraft Flight Manual.

(FAA AD 97-25-05 refers)

Compliance: Within next 50 hours TIS.**Effective Date:** 13 February 1998

DCA/R22/35 Fuel Tank Vent - Modifications

Applicability: Part 1 - Model R22 manufactured prior to 1991 with fuel tank vent tube(s) in the mast fairing attached to both the mast tube and to the rain scupper on the fuel tank cowling. RHC R22 SB-83 refers.

Part 2 - Model R22 S/N 0002 through 1451, unless factory overhauled January 1991 or later. RHC R22 SB-84 refers.

Requirement: To prevent fuel starvation, loss of engine power, and subsequent forced landing, accomplish the following:-

Part 1.- Visually inspect the fuel tank vent tube(s) in the mast fairing. If each fuel tank vent tube is attached only to the mast tube at two locations, the helicopter complies with the requirements of Part 1 of this AD.

If each fuel tank vent tube is attached to the mast tube at one location, and to the rain scupper (channel), P/N A032-16, on the fuel tank cowling at another location accomplish the following per Robinson R22 SB-83:-

- a) For helicopters without an auxiliary fuel tank, install RHC upgrade kit KI-118-1.
- b) For helicopters with an auxiliary fuel tank, install RHC upgrade kit KI-118-2.

Part 2. - Visually inspect the fuel tank vents. If the helicopter is equipped with a main fuel tank (only) with dual vent tubes, or, if the helicopter is equipped with an auxiliary fuel tank and has a crossover vent tube between the tanks, no further action is required per Part 2 of this AD, otherwise springs must be installed as follows. (RHC R22 SB-84 refers)

Install springs into the flexible vent tubes leading to the main fuel tank; and the auxiliary fuel tank (if an auxiliary fuel tank is installed), per RHC kit instructions KI-140 R22 Fuel Tank Vent Upgrade For Fuel Tanks With Single Vent.

(FAA AD 98-21-09 refers)

Compliance: Within the next 50 hours TIS or by 20 November 1998, whichever is the sooner.

Effective Date: 15 October 1998

DCA/R22/36 Special Pilot Caution – Flight Manual Revision

Applicability: Model R22 helicopters, S/N 0002 through 2862, with sprag clutch, P/N A188-2, S/N 3708 through 3757, 3808 through 3893, and 3908 through 4207, installed.

Requirement: To alert pilots of the potential for the sprag clutch failing to overrun during autorotation due to failure of the sprags within the sprag clutch assembly, and loss of main rotor rpm, accomplish the following:

Insert either the Special Pilot Caution, which is contained in Robinson Helicopter Company R22 SB-85, dated March 22, 1999, or the following Special Pilot Caution paragraphs, into the Normal Procedures section of the Rotorcraft Flight Manual, between pages P.4-8 and P.4-9. Aircraft owners must ensure that all pilots are aware of this flight manual revision.

SPECIAL PILOT CAUTION

Some sprags in overrunning clutches have been found cracked in service. A broken sprag could conceivably prevent the clutch from overrunning when entering autorotation. Until the clutch in this aircraft has been replaced, do not enter practice autorotations by rapidly closing or "chopping" the throttle. "Chopping" the throttle could result in a sudden loss of rotor RPM if the clutch failed to disengage.

Enter autorotation by first lowering collective and then rolling off just enough throttle to produce a small visible split between the rotor and engine tachometer needles. If the clutch fails to disengage, immediately complete a power recovery. Perform hovering autos only after checking the function of the overrunning sprag clutch prior to lift-off, then smoothly rolling off the throttle from a low hover with the skids no more than two feet above the ground.

Be sure to perform the sprag clutch check (split tach needles) before every flight, not just the first flight of the day.

(FAA AD 99-07-17 refers)

Compliance: Before further flight.

Effective Date: 8 April 1999

DCA/R22/37 Sprag Clutch - Replacement

Applicability: Model R22, S/N 0002 through 2862, inclusive, fitted with sprag clutch, P/N A188-2, S/N 3708 through 3757, 3808 through 3893, and 3908 through 4207.

Requirement: To prevent sprag clutch failure, loss of main rotor RPM during autorotation, and subsequent loss of control of the helicopter, accomplish the following:-

Replace sprag clutch, P/N A188-2, S/N 3708 through 3757, 3808 through 3893, and 3908 through 4207, with sprag clutch, P/N A188-2, S/N 4208 or higher.

Remove from the Rotorcraft Flight Manual the Special Pilot Caution contained in Robinson Helicopter Company R22 SB-85, dated March 22, 1999, or the Special Pilot Caution insert in the Normal Procedures Section of the Rotorcraft Flight Manual between pages P.4-8 and P.4-9 required by airworthiness directive DCA/R22/36, as applicable.

(FAA AD 2000-08-09 refers)

Compliance: Within next 50 hours TIS or by 24 June 2000, whichever is the sooner.

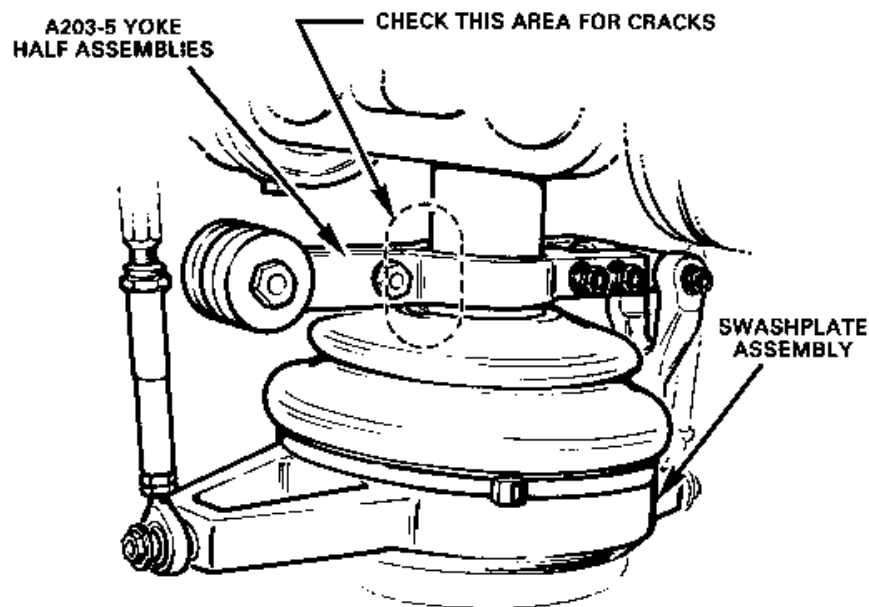
Effective Date: 25 May 2000

DCA/R22/38 Yoke – Inspection and Replacement

Applicability: Model R22 helicopters, with a yoke half assembly (yoke), P/N A203-5, installed.

Requirement: To prevent failure of a yoke, separation of a yoke from the main rotor drive shaft, and subsequent loss of control of the helicopter, accomplish the following:-

1. Inspect each yoke for cracks. The diagram shows the area to be inspected. If a yoke is found cracked, before further flight, replace the yokes with airworthy yokes, P/N A203-7. Both yokes must be replaced with P/N A203-7.



Note 1: The inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification by the pilot must be provided (Part 43, Subpart C refers).

2. Determine the Lot identifier of each yoke. If the Lot identifier is from 24 through 43, if it is a letter code, or if it is illegible, replace yokes, P/N A203-5, with airworthy yokes, P/N A203-7. Yoke, P/N A203-7, cannot be installed with yoke, P/N A203-5.

Note 2: Robinson Helicopter Company R22 SB-88A, pertains to the subject of this AD. Determining that the installed yokes are not in the lots affected by this AD or replacing both yokes, P/N A203-5, with yokes, P/N A203-7, is terminating action for the requirements of this AD.

(FAA AD 2000-20-51 refers)

Compliance: 1. Before further flight and thereafter before the first flight of each day, until part 2 of this AD is accomplished.

2. By 1 January 2001

Effective Date: 12 October 2000

DCA/R22/39 Tail Rotor Pitch Control – Inspection and Replacement

Applicability: Model R22 helicopters, up to and including S/N 3328, except 3167, 3326, and 3327, with pitch control assembly, P/N A031-1, Revision J or prior.

Requirement: To detect corrosion of a tail rotor pitch control bearing and to prevent bearing failure and loss of directional control of the helicopter, inspect the pitch control assembly for roughness or binding of the pitch control bearings by hand-rotating the pitch control bearing housing in accordance with Robinson Helicopter Company SB-90A, Revision A. If the housing does not rotate freely, replace the unworthy pitch control assembly with an airworthy unit before further flight.
(FAA AD 2003-04-04 refers)

Compliance: Within 50 hours TIS or by 31 March 2003 whichever occurs first. Thereafter inspect at intervals not to exceed 300 hours TIS or 12 months, whichever occurs first.

Effective Date: 27 February 2003

DCA/R22/40A Main Rotor Blades – Placard and Inspections

Applicability: All R22 series with main rotor blades P/N A016-1 or A016-2 installed.

Requirement: To prevent in-flight failure of a main rotor blade caused by fatigue cracking in the inboard end of the main rotor blades and subsequent loss of the helicopter, accomplish the following:-

Install in the helicopter a placard that is easily visible to the pilot and which says:

IF MAIN ROTOR VIBRATION INCREASES RAPIDLY OR BECOMES SEVERE DURING FLIGHT, LAND IMMEDIATELY.

Note 1: Operators must ensure that all pilots are aware of the requirements of this AD. In particular, main rotor vibration that increases rapidly or becomes severe during a flight could be warning signs of imminent blade failure and the helicopter must be landed immediately. Following any landing because of main rotor vibration, the helicopter requires mandatory inspections before any further flight.

If the pilot has landed the helicopter because main rotor vibration increased rapidly or became severe during a flight; or there is an unexplained main rotor unbalance, especially if the unbalance developed in only a few flights, accomplish the following two inspections:-

1. Using a 10x magnifying glass, visually inspect the inboard end of each main rotor blade per Robinson R22 SL- 53. In addition to the location of the crack shown in the SL, look for cracks in:

The leading edge in the same area; and the filler at the edge of the skin (as arrowed in the SL).

Robinson R22 SL-21A contains guidance on how to determine whether cracks in the filler are superficial or serious.

2. Perform an eddy current inspection of the most inboard bolt hole attaching the leading edge D-spar to the blade root fitting. This eddy current inspection must be performed in accordance with procedures approved by the CAA.

Note 2: If either main rotor unbalance or any inspection finding remains unexplained after doing all the inspections in this AD, contact the helicopter manufacturer for advice, before further flight.
(Australian AD/R22/31 Amdt 4 also refers)

Compliance: Install placard by 11 July 2003.

Effective Date: DCA/R22/40 - 7 July 2003
DCA/R22/40A - 29 July 2004

DCA/ R22/41 Main Rotor Blades – Reduced Retirement Life

Applicability: All R22 series helicopters.

Requirement: To prevent in-flight failure of a main rotor blade caused by fatigue cracking in the inboard end of the main rotor blades and subsequent loss of the helicopter, accomplish the following:

1. For main rotor blades which have been fitted to helicopters performing aerial mustering operations in Australia for more than 50 hours TIS, the blade retirement life is reduced to 1500 hours TTIS. Where used blades have been imported from Australia and it can not be determined whether or not the blades have been fitted to helicopters performing aerial mustering operations, the blade retirement life is reduced to 1500 hours TTIS.
2. Main rotor blades retired from service per Australian AD/R22/31 Amdt 7 are not to be fitted to any helicopter.

Note: MRBs that are removed at less than the time specified in the Airworthiness Limitations Section of the R22 Maintenance Manual should be retained as future developments may enable them to be placed back into service.

Compliance:

1. Retire blades at 1500 hours TTIS or within the next 25 hours TIS, whichever is the later.
2. From 13 August 2003.

Effective Date: 13 August 2003

DCA/R22/42A Main Rotor Blades P/N A016-1 and A016-2 – Reduced Retirement Lives

Applicability: All R22 series with a main rotor blade P/N A016-1 or A016-2 installed.

Requirement: To prevent a fatigue crack, blade failure, and subsequent loss of control of the helicopter, accomplish the following:

1. Within 10 hours TIS or 30 days, whichever occurs first, for helicopters with blades that have exceeded 5 years or 1,000 hours TIS, track-and-balance the blades. If an abnormal increase in vibration occurs within 5 hours TIS after the last track-and-balance, replace the blades before further flight with airworthy blades other than blades, P/N A016-1.
2. Within 10 hours TIS or 30 days, whichever occurs first, for helicopters with blades, P/N A016-1, replace the blades with airworthy blades other than blades, P/N A016-1. Compliance with the current life limit of 2,000 hours TIS for blade, P/N A016-1 is required.
3. For helicopters with blades, P/N A016-2, replace the blades with airworthy blades other than blades, P/N A016-1, on or before reaching 2,200 hours TTIS or 10 years, whichever occurs first. For those blades that have already exceeded 10 years, compliance is required within 10 hours TIS or 30 days, whichever occurs first.
4. Within 10 hours TIS or 30 days, whichever occurs first, unless accomplished previously, revise the component history card or equivalent maintenance record for blades, P/N A016-2, by adding a 10-year retirement life to the current 2,200 hours TTIS retirement life.

Note: The manufacturer has clarified from when the 10 year retirement life begins. For new MR blade(s) fitted to a new helicopter, the 10 year retirement life commences from the date stated on the initial Airworthiness Certificate. For blades shipped as spares, use the date on the original RHC-issued Airworthiness Approval tag. If this tag is not available, use the blade's date of manufacture. The manufacturer can provide blade manufacture date when the blade S/N is provided.

This AD revises the Airworthiness Limitations section of the applicable maintenance manual by adding a new retirement life of 10 years to the current 2,200 hours TTIS retirement life.

The blades must be retired upon reaching 2,200 hours TTIS or 10 years, whichever occurs first.

(FAA AD 2004-06-52 refers)

Compliance: Compliance is required at the times specified within the requirement of this airworthiness directive.

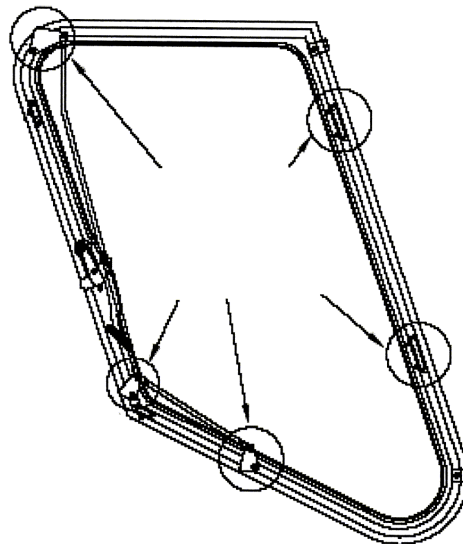
Effective Date: DCA/R22/42 - 22 March 2004
DCA/R22/42A - 27 May 2004

DCA/R22/43 LH and RH Door Assemblies – Inspection and Replacement

Applicability: Model R22 aircraft, equipped with a door assembly manufactured by Tech-Tool Plastics, Inc, per STC No. SR09189RC.

Requirement: To prevent separation of the door window or door assembly from the helicopter, which could damage the tail rotor during flight, and result in loss of control of the aircraft, accomplish the following:

1. Visually inspect each pilot and copilot door assembly integral frame for cracks in the locations indicated in the figure below:



If a crack is found in any door assembly integral frame, replace LH door assembly P/N R-22-101-51 or P/N R-22- 101-53, and R/H door assembly P/N R-22-101-52 or P/N R-22- 101-54, per Tech-Tool Plastics, Inc. Installation Instructions TTP-1R, Revision A, and per the sections titled "Door Weather Seal Installation" and "Cotter Pin Installation" in Tech-Tool Plastics, Inc. Service Bulletin TTP2005-01, Revision A, prior to further flight.

2. Visually inspect each pilot and copilot door assembly integral frame for cracks in the locations depicted in Figure 1.

If no crack is found in any door assembly integral frame, visually inspect the weather seal set in each door assembly, to determine if it is airworthy and installed properly.

If the weather seal set is not airworthy, replace it with weather seal set, P/N 74418X14L and P/N 74814X12BL, supplied by Tech-Tool Plastics, Inc., per the "Door Weather Seal Installation" section of SB TTP2005-01, or with an airworthy door

weather seal set, per the applicable manufacturer approved installation instructions, prior to further flight.

If the weather seal set is not installed properly, reinstall per the "Door Weather Seal Installation" section of the SB TTP2005-01, prior to further flight.

If the improperly installed weather seal set is not the weather seal set supplied by Tech-Tool Plastics, Inc., reinstall per the applicable manufacturer approved installation instructions, prior to further flight.

Visually inspect each door hinge on each door assembly to determine if the cotter pins, P/N MS24665-136 are installed per the "Cotter Pin Installation" section of SB TTP2005-01.

If the cotter pins are not installed correctly, install the cotter pins per the "Cotter Pin Installation" section of the SB TTP2005-01, prior to further flight.

Note 1: The installation of nylon adjustment screws and the trimming of door assembly edges are important maintenance actions that may reduce the strength of a door assembly if not done properly.

Note 2: If any of the inspections required by this AD reveal a crack in any door assembly frame, report findings (i.e. the description of the crack and the helicopter model) to the CAA within 30 days after discovering the crack.

(FAA AD 2005-16-05 refers)

Compliance:

1. By 31 October 2005 and thereafter at intervals not to exceed 100 hours TIS.
2. By 31 October 2005.

Effective Date: 29 September 2005

DCA/R22/44B Cancelled – DCA/R22/47 refers

Effective Date: 7 July 2011

DCA/R22/45C Door Hinge Security – Inspection and Installation

Applicability: All model R22, R22 Alpha, R22 Beta, R22 Mariner aircraft.

Note 1: No action required if already in compliance with DCA/R22/45B. This AD revised to introduce Robinson SB-101 dated 30 April 2010 which provides instructions for the installation of lower hinge assemblies with a longer pin P/N A227-3 and -4 at revision N. These assemblies have drilled hinge pins with sufficient length to install a cotter pin.

Requirement: To prevent a cabin door separating from the aircraft, accomplish the following:

1. Inspect the upper and lower hinge assemblies P/N A227-1, A227-2, A227-3 and A227-4 on both the cabin doors for the installation of cotter pins.

If cotter pins are not fitted to all the door hinges assemblies, fit cotter pins P/N MS24665-151 (or an equivalent approved part), before further flight.

Older doors may only have provision for an upper cotter pin. The lower hinge pin may be too short for a cotter to be fitted. On these doors replace the lower hinge with a hinge which has a longer pin and provision for a cotter. Lower hinge assemblies with a longer pin are P/N A227-3 and -4 revision N or newer. These hinge assemblies have drilled hinge pins with sufficient length to install a cotter pin. Robinson SB-101 refers.

On some aircraft the hinges may be misaligned due to doors exchanged between aircraft. Doors are hand fitted and the hinges may be spaced differently between aircraft. Rework hinges to correct alignment and permit the installation of cotters in the upper and lower cabin door hinges.

Note 2: Ring cotters P/N B427-1 which are used on R44 helicopters are not approved for use on R22 helicopters. On R22 helicopters these ring cotters are damaged with the opening and closing of the doors as the door hinges are smaller than those fitted to the R44 helicopter.

2. Install cotter pins on the upper and lower hinge assemblies on both the cabin doors.

Note 3: Requirement 2 of this AD may be accomplished by adding the requirement to the tech log. Requirement 2 may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 4: With reference to the system description in section 7, page 7-1 of the AFM, both cabin doors may be removed by the pilot or maintenance personnel and cotters must be fitted to both the upper and lower hinges with the re-installation of a door. The Robinson R22 Illustrated Parts Catalogue shows the installation of two cotter pins P/N MS24665-151 per door assembly. One cotter is fitted on the upper door hinge and the second on the lower door hinge.

Note 5: Doors are known to pop open in flight due to turbulence. If the aircraft is descending, an open door could be forced upward by the airflow. If the lower hinge is a poor fit and the door is only secured by one pin (on the upper hinge), the door could depart the aircraft in flight. If a cabin door strikes the main or tail rotor, the resultant damage to a blade could cause severe out of balance vibration and a catastrophic accident. (NZ Occurrence 06/633 refers)

Compliance:

1. By 27 June 2010 unless previously accomplished, and thereafter at every annual inspection.
2. Every time the cabin doors are refitted to the aircraft.

Effective Date: DCA/R22/45A - 28 January 2010
DCA/R22/45B - 25 March 2010
DCA/R22/45C - 27 May 2010

DCA/R22/46 Tail Rotor Control Pedals – Inspection and Rework

Applicability: Model R22, R22 Alpha, R22 Beta and R22 Mariner helicopters, S/N 0002 through to 3325 with more than 2200 hours TTIS.

Requirement: To prevent failure of the tail rotor (T/R) control pedal bearing block support which can bind the T/R control pedals and result in a reduction of yaw control and loss of aircraft control, accomplish the following:

1. Accomplish a visual inspection of the pedal support A359-1 (left) and A359-2 (right) for cracks per the figure in Robinson Helicopter Company (Robinson) SB No. SB-97, dated 22 February 2008.

If any cracks are found in a support, replace the cracked support with an airworthy support that is at least 0.050-inch thick, before further flight.

For every uncracked support, measure the thickness of the support. If the support is less than 0.050-inch thick, install a safety tab on the support per the compliance procedures section, steps 4 and 5 in SB-97, before further flight.

2. Replace all supports that are less than 0.050-inch thick with an airworthy support that is at least 0.050-inch thick per the instructions in SB No. SB-97. (FAA AD 2010-24-03 refers)

Compliance:

1. Within the next 100 hours TIS.
2. At the next 2200 hours TIS overhaul.

Effective Date: 23 December 2010

DCA/R22/47B Cancelled - FAA AD 2014-23-16 refers

Effective Date: 9 January 2015

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-19-06 Fuel Shut-off Valve - Replacement

Effective Date: 5 November 2013

2014-23-16 Main Rotor Blade Skin - Inspection

Note: The visual inspection required before the first flight of every day per requirement (f)(1) of FAA AD 2014-23-16 may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43. If any bare metal in the skin-to-spar bond line area is found, an engineer shall accomplish the corrective actions per the AD before further flight.

Effective Date: 9 January 2015

DCA/R22/48 Cancelled - [CAA Notice NTC 61.365](#) refers

Effective Date: 27 September 2018

DCA/R22/49 Bladder Fuel Tanks – Retrofit

Applicability: Robinson R22 helicopters, S/N 0002 through to 4620.

Requirement: To improve the fuel tanks resistance to post-accident rupture and fuel leaks which could result in a non survivable fire, accomplish the following:

Install bladder-type tanks per the instructions in Robinson Helicopter Company (RHC) R22 SB-109A dated 15 January 2018, or later approved revision.

Note: RHC R22 SB-109A introduces bladder tank retrofit kit KI-217-1 for R22 series aircraft not already fitted with bladder tanks. This kit is now included in the 2200 hour overhaul kits ordered from RHC, unless previously installed.

Compliance: At the next 2200 hour helicopter overhaul, the 12 year inspection, or by 15 January 2020 whichever occurs first, unless previously accomplished.

Effective Date: 22 March 2018

DCA/R22/50 Helipod III Spray System STC 7/21E/9 – Removal from Service

Applicability: All Robinson R22 helicopters fitted with a R22 Helipod III Spray System embodied per STC 7/21E/9.

Note 1: This AD is prompted by a review of the Helipod III Spray System STC 7/21E/9 designed and manufactured by Helipod NZ Limited. The CAA has determined that there are safety concerns with the STC weight and balance considerations. In addition Helipod NZ Limited no longer provides continued airworthiness support for STC 7/21E/9.

Requirement: To prevent a reduction of the level of operational safety from that provided by the helicopter manufacturer, accomplish the following:

Remove the Helipod III Spray System STC 7/21E/9 and return the helicopter to an approved configuration. Remove the Flight Manual Supplement applicable to STC 7/21E/9 from the AFM.

If the helicopter is embodied with STC 7/21E/9, notify the CAA by emailing airworthinessdirectives@caa.govt.nz. Please provide the AD number, the helicopter operator name, and the helicopter registration.

No installations of New Zealand STC 7/21E/9 are permitted on any New Zealand registered R22 helicopter.

Note 2: Before installing a spray system on a New Zealand registered R22 helicopter, the installer must have acceptable technical data and the written permission of spray system STC holder. Simplex Manufacturing Company in the USA is the STC holder of spray system STCs previously held by Helipod NZ Limited.

Compliance: By 23 April 2018.

Effective Date: 22 March 2018

DCA/R22/51 Helipod NZ Limited STCs – Report of Installation

Applicability: All Robinson R22 series helicopters.

Requirements: If the helicopter is embodied with any of the following Helipod NZ Limited Supplemental Type Certificates (STCs), notify the CAA by emailing airworthinessdirectives@caa.govt.nz. In the email notification please provide the AD number, the STC number, the number of STC systems in service, the helicopter operator name, and the helicopter registration.

<u>STC number:</u>	<u>STC description:</u>	<u>Eligible aircraft models:</u>
99/21E/4	Agricultural spray system	Robinson R22 series
0/21E/10	Remote engine oil filter system	Robinson R22 series
2/21E/22	Auxiliary baggage containers	Robinson R22 series
4/21E/3	Conversion of STC 2/21E/22 to a seed dispersing system	Robinson R22 series
5/21E/20	Conversion of STC 2/21E/22 with a top loading door	Robinson R22 series
5/21E/22	Conversion of STC 2/21E/22 with a top loading door	Robinson R22 series
7/21E/9	Agricultural spray system	Robinson R22 series

Note: This AD is prompted by a review of the STCs designed and manufactured by Helipod NZ Limited. The CAA is aware that these STCs no longer have continued airworthiness support by Helipod NZ Limited, or by a Part 146 Design Organization.

Compliance: By 23 April 2018.

Effective Date: 22 March 2018

88-26-01R2 Main Rotor Spindle and Journals - Inspection

Applicability: R22 series helicopters, all S/N fitted with A158-1 main rotor spindle and A106 journals.

Effective Date: 30 April 2020

2022-12-08 Engine Governor and RPM Sensor - Inspection

Applicability: R22 Beta helicopters, S/N 4825 through to 4857 inclusive, 4860 and 4861.

Effective Date: 29 June 2022

*** 2024-04-02 Tail Rotor Blades - Inspection**

Applicability: R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters fitted with tail rotor blade (TRB) P/N A029-2 with S/N up to 11279 inclusive (P/N A029-2 REV A through to U inclusive).

Note: The initial inspection of the tail rotor blades in accordance with requirement (g)(1) of FAA AD 2024-04-02 must be accomplished by an aircraft maintenance engineer.

The repetitive inspections before the first flight of each day in accordance with requirement (g)(1) of FAA AD 2024-04-02 may be accomplished by adding the inspection requirement to the helicopter tech log.

The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found during the daily repetitive inspections, then an aircraft maintenance engineer must inspect the tail rotor blades and accomplish the corrective actions in accordance with FAA AD 2024-04-02, before further flight.

Effective Date: 2 April 2024