



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2005-0019

Datum účinnosti: 5. července 2005

Robinson Helicopter Company
modely Robinson R-22, R-22 ALPHA,
R-22 BETA, R-22 MARINER


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No: 2005- 0019</p> <p>Issue Date: 05 July 2005</p>
<p>This AD is issued by EASA representing the States of Registry for the affected aircraft.</p> <p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>	
Type Approval Holder's Name	Type/Model designation(s)
Robinson Helicopter Company	R22/ All models
FAA TCDS H10WE	
Foreign AD No.: None	
Initial Issue.	

ATA 62/10 – Rotor Blades - Replacement
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Manufacturer(s):	Robinson Helicopter Company
Applicability:	Robinson R-22, R22 ALPHA, R22 BETA, R22 MARINER, certificated in any category, equipped with Rotor blades P/N A016-2
Reason:	<p>Several cases of P/N A016-2 Main Rotor Blade failure of have occurred. Some accidents were fatal.</p> <p>These blade failures were caused by fatigue cracks. Investigation showed that at least two of these blade failures were initiated by internal corrosion. No non-destructive testing inspection methods are available to discover such corrosion and the initiation of cracks.</p> <p>(Other fatigue cracks have been caused by overload of the rotor by exceeding manifold pressure limitations.)</p> <p>Fatigue cracking leads to a reduction in stiffness of the rotor blade, this in turn leads to an increase in vibration. The crack length increases within a short time and can ultimately lead to separation of the blade and consequent loss of aircraft control.</p> <p>In response to the above situation Robinson Helicopter Company released Service Bulletin SB-94 dated 14 December 2004. This Service Bulletin</p>

	<p>specifies the allowable compliance times, spare parts and working procedures for the replacement of P/N A016-2 blades.</p> <p>This airworthiness directive mandates compliance with SB-94, and revises the compliance timescales.</p> <p>The replacement blades with P/N A016-4 have an improved corrosion resistance and service life.</p> <p>SB-94 will be notified by the FAA via a Special Airworthiness Information Bulletin (SAIB).</p>
Effective Date:	05 July 2005
Compliance:	Replace all P/N A016-2 rotor blades with P/N A016-4 rotor blades in accordance with Robinson Helicopter Company Service Bulletin SB-94 before 01 December 2005.
Ref. Publications:	<p>R22 Service Bulletin SB-94, dated 14.12.2004.</p> <p>Robinson Helicopter Company 2901 Airport Drive Torrance California 90505 USA</p>
Remarks:	<p>This AD was posted for consultation as PAD 05-008 on 22 March 2005. Comments have been received and considered in the AD text.</p> <p>Enquiries with regard to this AD should be referred to Mr. M. Mazzoletti, EASA Certification Manager Rotorcraft, Balloons and Airships Unit, Certification Directorate: Massimo.Mazzoletti@easa.eu.int.</p> <p>For questions concerning R22 Service Bulletin SB-94, contact Robinson Helicopter Company, address as listed above.</p> <p>European Aviation Safety Agency Postfach 101253 D-50452 Köln, Germany</p>
