

Airworthiness Directive Schedule

Helicopters

Robinson R66 Series

29 September 2022

- Notes:**
1. This AD schedule is applicable to Robinson R66 helicopters manufactured under FAA Type Certificate No. R00015LA.
 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 http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

Contents

DCA/R66/1	Revised Instrument Markings.....	2
2016-26-04	Main Rotor Blades – Inspection	2
2019-07-02	Oil Tank – Inspection	2
2021-04-12	Tail Rotor Drive Shaft Assembly – Inspection	2
* 2022-19-12	Tail Rotor Blades – Inspection	3

DCA/R66/1 Revised Instrument Markings

Applicability: R66 helicopters S/N 0003 through to 0752.

Requirement: To introduce a revised N2 avoidance range of 75-88% to the Engine Tachometer (N2), and introduce a yellow arc above 110 knots to the Airspeed Indicator (ASI), accomplish the following:

1. Engine Tachometer (N2):

By 31 December 2016 accomplish the requirements in Part A 1. of Robinson Helicopter Company (RHC) R66 SB-19 dated 7 November 2016, or later approved revision.

2. For aircraft fitted with an analogue Airspeed Indicator (ASI):

By 31 December 2016 accomplish the requirements in Part A 2. of RHC R66 SB-19.

3. For aircraft fitted with an Electronic Flight Display (EFD):

By 31 December 2016 accomplish the requirements in Part A 3. of RHC R66 SB-19.

4. ASI replacement:

By 31 December 2017 replace the ASI per the instructions in Part B of RHC R66 SB-19.

Note: R66 helicopters are capable of high cruise speeds especially when lightly loaded. A yellow precautionary operating range has been added to the R66 ASI as a reminder to slow down for safety. The yellow arc indicates the maximum recommended cruise speed is 110 knots. Speeds above 110 knots are not recommended except in smooth air with the pilot's attention fully focused on flying.

(RHC SB-19 dated 7 November 2016 refers)

Compliance: Refer requirements section of the AD.

Effective Date: 24 November 2016

2016-26-04 Main Rotor Blades – Inspection

Applicability: R66 helicopters fitted with a MRB P/N F016-2, Revisions A through to E.

Effective Date: 8 February 2017

2019-07-02 Oil Tank – Inspection

Applicability: R66 helicopters, S/N 0003 through to 0789, 0791, 0794 and 0796.

Effective Date: 17 May 2019

2021-04-12 Tail Rotor Drive Shaft Assembly – Inspection

Applicability: R66 helicopters fitted with a tail rotor drive shaft assembly P/N D224-3 with modification B900-11 not embodied.

Effective Date: 12 April 2021

*** 2022-19-12 Tail Rotor Blades – Inspection**

Applicability: R66 helicopters, all S/N fitted with a tail rotor blade P/N F029-1 with S/N 2410 through to 2589 inclusive.

Note: The initial inspection per requirement (g)(1) of FAA AD 2022-19-12 must be accomplished by an aircraft maintenance engineer.

The inspection per requirement (g)(1) of FAA AD 2022-19-12 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 defects, or cracks are found during any repetitive visual inspection, then an aircraft maintenance engineer must inspect the tail rotor blades and accomplish the corrective actions per requirement (g)(2) of FAA AD 2022-19-12, before further flight.

Effective Date: 20 October 2022