



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety
Aircraft Certification Service
Compliance & Airworthiness Division

West Certification Branch
3960 Paramount Boulevard, Suite 100
Lakewood, CA 90712-4102

Date: See digital signature

In Reply

Refer To: 772-25-00024

Mr. Stephen Turnour
Robinson Helicopter Company
2901 Airport Drive
Torrance, California 90505

References:

- (1) Robinson Helicopter Company (RHC) Request Letter 66-25-01-02 dated January 13, 2025, COS - AMOC Request -Robinson AD 2024-04-02, with Enclosures
- (2) RHC Report RTR 635, Revision J, dated March 08, 2024

Dear Mr. Turnour:

Subject: Approval of Global Alternative Method of Compliance (AMOC) to AD 2024-04-02 for Robinson Helicopter Company R22, R22 Alpha, R22 Beta, R22 Mariner, R44, R44 II, R66 Helicopters

The Federal Aviation Administration (FAA) has received your reference (1) letter proposing an AMOC to paragraph (g)(4) of AD 2024-04-02. AD 2024-04-02 addresses corrosion of tail rotor blade (TRB) tip caps that could cause debonding and liberation of the TRB tip cap. Affected aircraft and TRB are identified in paragraph (c) of AD 2024-04-02. Paragraph (g)(4) requires all TRB identified in paragraph (c) to be removed from service 10 months after the effective date of AD 2024-04-02.

RHC has identified that recent production rates would not allow the current fleet of affected aircraft to comply in time with the AD. You are proposing as an AMOC to paragraph (g)(4) of AD 2024-04-02, to extend the compliance time 5 additional months (15 months after the effective date of the AD) to remove all TRBs identified in paragraph (c) of AD 2024-04-02 from service. This is under the condition that until removal from service, a repeat 10x visual maintenance inspection for corrosion along the TRB tip cap bond line at the leading edge, trailing edge, inboard and outboard surfaces is performed every 15 calendar days, and any evidence of corrosion must be removed before further flight.

The FAA has reviewed your request and finds that your proposal provides an acceptable level of safety with regards to the requirements of paragraph (g)(4) of AD 2024-04-02. This determination was based on your reference (2) substantiation detailing the development of corrosion of the tip cap material along with FAA evaluation of the safety determination and risk evaluations used in the development of AD 2024-04-02. This 5-month extension however is the limit that the FAA can extend the compliance to paragraph (g)(4) of AD 2024-04-02 and no further extensions using any type of visual inspection will be granted as a global AMOC.

The FAA approves your AMOC proposal to paragraph (g)(4) of AD 2024-04-02, to extend the compliance time by 5 additional months (15 months after the effective date of the AD) under the condition that a repeat 10x visual maintenance inspection for corrosion along the tip cap bond line is performed at all the following locations:

- At the leading edge of the TRB tip cap bond line
- On the inboard surface of the TRB tip cap bond line
- On the outboard surface of the TRB tip cap bond line
- At the trailing edge of the TRB tip cap bond line

Corrosion may be indicated by an exposed tip cap bond line or bubbled paint as identified in Figure 1 of paragraph (g)(1) of AD 2024-04-02. This inspection is to be repeated every 15 calendar days until the affected TRB is removed from service. If there is evidence of corrosion, an exposed tip cap bond line, or bubbled paint, before further flight, remove all the corrosion.

The following limitations apply to this AMOC:

- All provisions of AD 2024-04-02 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
- This approval is applicable to Robinson Helicopter Company R22, R22 Alpha, R22 Beta, R22 Mariner, R44, R44 II, R66 helicopters identified within the applicability of AD 2024-04-02
- Affected tail rotor blades identified in paragraph (c) of AD 2024-04-02 must be removed from service within 15 months after the effective date of AD 2024-04-02.
- This FAA AMOC is transferable with the aircraft to another owner/operator.
- Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/Certificate Holding District Office.

The preceding paragraph also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with the AMOC has not been accomplished.

- This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA. A copy of this response will be forwarded to the CAA where these aircraft are registered for their consideration.

If you have any questions, or need additional information, please contact James Guo at (562) 627-5357 or email at james.guo@faa.gov.

Sincerely,

for Gregory S. DiLibero
Manager, West Certification Branch
Compliance & Airworthiness Division
Aircraft Certification Service