



Airworthiness Directive

AD No.: 2018-0070

Issued: 27 March 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

WSK „PZL-ŚWIDNIK” S.A.

Type/Model designation(s):

PZL W-3A helicopters

Effective Date: 03 April 2018

TCDS Number(s): EASA.R.007

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Vibration Absorber Star – Inspection / Replacement

Manufacturer(s):

Wytwórnia Sprzętu Komunikacyjnego “PZL-Świdnik” Spółka Akcyjna (WSK „PZL-ŚWIDNIK” S.A.)

Applicability:

PZL W-3A and PZL W-3AS helicopters, all serial numbers (s/n).

Definitions:

For the purpose of this AD, the following definitions apply:

The MB: WSK “PZL-ŚWIDNIK” S.A. PZL W-3A Mandatory Bulletin (MB) No. BO-37-18-291.

Affected part: Main rotor (MR) vibration absorber star, Part Number (P/N) 30.23.005.01.04.

Serviceable part: An affected part, which is either new (no flight hours (FH) accumulated), or used (with FH accumulated) and has passed an inspection (no defects found) in accordance with the instructions of the MB.

Reason:

During routine maintenance, corrosion was found on the MR vibration absorber star, P/N 30.23.005.01.04. Subsequent investigation could not identify the root cause for corrosion.



This condition, if not detected and corrected, could lead to structural failure of the affected part, possibly resulting in damage to the main or tail rotor and consequent loss of control of the helicopter.

To address this potentially unsafe condition, WSK “PZL-ŚWIDNIK” S.A. issued the MB providing instructions for inspection, repair and replacement.

For the reason described above, this AD requires repetitive inspections of the affected part and, depending on findings, repair or replacement. This AD also requires inspection of an affected part before installation on a helicopter.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 300 FH or 12 months, whichever occurs first, inspect the affected part in accordance with the instructions of the MB.

Table 1 – Initial MR Vibration Absorber Star Inspection

Helicopter Model and s/n	Compliance Time
PZL W-3A, up to s/n 37.10.12 inclusive	Within 25 FH or 15 days, whichever occurs first after the effective date of this AD
PZL W-3AS, up to s/n 31.03.21 inclusive	
PZL W-3A, s/n above 37.10.12	Within 300 FH or 12 months, whichever occurs first after the helicopter date of manufacture
PZL W-3AS, s/n above 31.03.21	Within 300 FH or 12 months, whichever occurs first after the date of helicopter modification (see Note 1 of this AD)

Note 1: PZL W-3 helicopters, which are not part of the EASA type design, can be modified by WSK “PZL-ŚWIDNIK” S.A. into PZL W-3AS, which is an EASA-certified standard.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any defect is found, as identified in Attachment 1 of the MB, depending on findings, repair the affected part in accordance with the instructions of the MB, or replace it with a serviceable part.

Parts Installation:

- (3) From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided that it is a serviceable part and, that, following installation, it is inspected as required by this AD.



Terminating Action:

(4) None.

Ref. Publications:

WSK "PZL-ŚWIDNIK" S.A. PZL W-3A MB No. BO-37-18-291 original issue dated 13 March 2018.

The use of later approved revisions of above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: WSK "PZL- Świdnik" S.A., Al. Lotników Polskich 1, 21-045 Świdnik, Poland
Telephone: (+48) 664 424 798; E-mail: PL-CustomerSupport.AW@leonardocompany.com.

