



## Emergency Airworthiness Directive

**AD No.:** 2018-0092-E

**Issued:** 20 April 2018

Note: This Emergency 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:** 24 April 2018

**TCDS Number(s):** EASA.R.007

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 63 – Rotor Drive(s) – Main Transmission Case – Inspection

### Manufacturer(s):

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

### Applicability:

PZL W-3A and PZL W-3AS helicopters, manufacturer serial numbers up to 3X.10.12 (inclusive).

### 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-37-18-294.

**Affected part:** Main Transmission (XMSN) Case, Part Number (P/N) 64.21.0105 and P/N 64.22.0161 installed on a WR-3 Main XMSN P/N 64.21.3000 or P/N 64.21.4000, as applicable.

### Reason:

An occurrence was reported of finding cracks in an affected part. Subsequent initial investigation results indicate that the cracking mode has features of fatigue deterioration, but the root cause has not yet been identified.

This condition, if not detected and corrected, could lead to structural failure and loss of load carrying capability of a Main XMSN, resulting to loss of control of a helicopter.



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

For the reasons described above, this AD requires repetitive inspections of the affected parts and, depending on findings, replacement. This AD also requires reporting the result of inspections.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 5 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 25 FH, inspect the affected part in accordance with the instructions of the MB.

**Parts Installation:**

- (2) From the effective date of this AD, after installation on a helicopter, as a replacement, of a WR-3 Main XMSN P/N 64.21.3000 or P/N 64.21.4000 embodying the affected part, accomplish an inspection of the affected part in accordance with the instructions of the MB within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 25 FH.

Table 1 – Initial inspection after WR-3 Main XMSN Replacement

| Operational history of replacement WR-3 Main XMSN                                       | Compliance time   |
|---|---|
| New (no FH accumulated)   | Within 25 FH after installation   |
| Used (FH accumulated) but never inspected in accordance with the instructions of the MB | Before next flight after installation   |
| Used (FH accumulated) and inspected in accordance with the instructions of the MB       | Within 25 FH after the last inspection accomplished in accordance with the instructions of the MB |

**Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is detected, as defined in the MB, before next flight, replace the WR-3 Main XMSN with a serviceable one (see Table 1) in accordance with approved PZL W-3A maintenance instructions.

**Terminating Action:**

- (4) None.

**Ref. Publications:**

WSK “PZL-ŚWIDNIK” S.A. PZL W-3A MB No. BO-37-18-294 original issue dated 12 April 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:PL-CustomerSupport.AW@leonardocompany.com).

