



## Airworthiness Directive

**AD No.:** 2018-0238

**Issued:** 06 November 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

WSK „PZL-ŚWIDNIK” S.A.

### Type/Model designation(s):

PZL W-3A helicopters

**Effective Date:** 20 November 2018

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 63 – Rotor Drive(s) – Main Gearbox Input Drive Quill – Inspection

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### 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:

**Affected MGB:** WR-3 Main gearbox (MGB), having s/n up to 316463007M inclusive.

**Affected part:** Bolts Part Number (P/N) 89.00.0049, installed on an affected MGB.

**The MB:** WSK “PZL-ŚWIDNIK” S.A. PZL W-3A Mandatory Bulletin (MB) BO-37-18-289.

**Groups:** Group 1 helicopters are those that have an affected MGB installed. Group 2 helicopters are those that do not have an affected MGB installed.

### Reason:

Occurrences were reported of improperly locked bolts, securing input quill and graphite seal assembly of a WR-3 MGB. Subsequent investigation determined that the cause of this deficiency was improper assembly of the MGB during manufacturing or overhaul.



This condition, if not detected and corrected, could lead to disconnection of the engines-to-MGB mechanical link, possibly resulting in reduced control of a helicopter.

To address this potential unsafe condition, WSK “PZL-ŚWIDNIK” S.A. issued the MB to provide identification of the affected MGB and inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the affected parts installed on the affected MGB and, depending on findings, corrective action(s). This AD also introduces conditions for installation of an affected MGB on a helicopter.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Group 1 helicopters: Within 25 flight hours after the effective date of this AD, inspect each affected part in accordance with the instructions of the MB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any improper locking of an affected part is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the MB.

#### **Parts Installation:**

- (3) Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install (see Note 1 of this AD) an affected MGB on a helicopter, provided that, before installation, the affected parts on that MGB are inspected, and depending on findings, corrected, in accordance with the instructions of the MB.

Note 1: For the purpose of this AD, removal of an affected MGB and subsequent re-installation of that MGB on the same helicopter within the same helicopter maintenance visit, is not “installation” as specified in paragraph (3) of this AD.

#### **Ref. Publications:**

WSK “PZL-ŚWIDNIK” S.A. PZL W-3A MB BO-37-18-289 original issue dated 23 October 2018.

The use of later approved revisions of the 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](mailto:ADs@easa.europa.eu).



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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).

