



Emergency Airworthiness Directive

AD No.: 2019-0045-E

Issued: 07 March 2019

Note: This Emergency 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 SW-4 helicopters

Effective Date: 11 March 2019

TCDS Number(s): EASA.R.100

Foreign AD: Not applicable

Supersedure: None

ATA 64 – Tail Rotor – Rotor Blade Bearing(s) – Inspection

Manufacturer(s):

WSK "PZL – Świdnik" S.A.

Applicability:

PZL SW-4 helicopters, all serial numbers.

Definitions:

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

Affected part: Tail rotor blades (TRB), having Part Number (P/N) 60.02.680.00.01, with bearings P/N 60.02.630.00.00 installed.

Serviceable part: An affected part that, before (re)installation, has passed an inspection (no defects detected) in accordance with the instructions of section 3 in Chapter II of the MB.

The MB: WSK "PZL-ŚWIDNIK" S.A. PZL SW-4 Mandatory Bulletin (MB) No.BO-60-19-95.

Reason:

An excessive transverse play was reported that occurred in the TRB feathering hinge. Subsequent investigation determined that an insert, P/N 60.02.630.02.00, was missing in the TRB bearing.



This condition, if not detected and corrected, could lead to exposure of critical components of the tail rotor assembly to increased loads and reduction of their fatigue life, possibly resulting in failure of these components and consequent reduced control of a helicopter.

To address this potential unsafe condition, WSK “PZL – Świdnik” S.A. issued the MB to provide inspection instructions to determine that the TRB bearings P/N 60.02.630.00.00 include insert(s) P/N 60.02.630.02.00.

For the reasons described above, this AD requires a one-time inspection to determine TRB displacement and, depending on findings, accomplishment of applicable corrective action(s). This AD also allows installation of an affected part, provided that it is serviceable part, as defined in this AD.

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

Required as indicated, unless accomplished previously:

Displacement check:

- (1) Before next flight after the effective date of this AD, inspect the tip of each affected part to determine the displacement compared with the tail rotor hub in the plane of TRB rotation in accordance with the instructions of Chapter II section 2 in of the MB.
- (2) If, during the inspection as required by paragraph (1) of this AD, displacement is detected of 2 mm or more, but less than 7 mm, before next flight, remove the affected parts and accomplish a follow-on inspection in accordance with the instructions of Chapter II section 3.1 of the MB.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, displacement is detected of 7 mm or more, before next flight, replace the affected tail rotor assembly. This can be accomplished in accordance with the instructions of the MB.
- (4) If, during the follow-on inspection as required by paragraph (2) of this AD, any insert is found missing or damage is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Chapter II section 2.3.c of the MB.

Parts Installation:

- (5) From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

WSK “PZL-ŚWIDNIK” S.A. PZL SW-4 MB No.BO-60-19-95 original issue dated 05 March 2019.

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. 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.
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) 81 722 6140; E-mail: PL-CustomerSupport.AW@leonardocompany.com.

