



Emergency Airworthiness Directive

AD No.: 2019-0191-E

Issued: 31 July 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 W-3A helicopters

Effective Date: 02 August 2019

TCDS Number(s): EASA.R.007

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Hoist Carrier Assembly Bracket / Bolts – Inspection / Replacement

Manufacturer(s):

Wytwórnia Sprzętu Komunikacyjnego (WSK) "PZL-Świdnik" Spółka Akcyjna (S.A.)

Applicability:

PZL W-3A helicopters, all manufacturer serial numbers.

Definitions:

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

Affected bracket: Hoist carrying assembly brackets, having Part Number (P/N) 39.30.205.03.01 or P/N 39.30.213.00.00.

Affected bolt: Bolts securing the affected bracket to the fuselage structure.

Affected hoist: Hoists type 76378.

Affected hoist installation provision: Hoist installation provisions, having P/N 39.30.205.00.01 or P/N 39.30.205.00.02.

The MB: WSK "PZL-ŚWIDNIK" S.A. PZL W-3A Mandatory Bulletin (MB) BO-37-19-296.



Groups: Group 1 helicopters are those that have an affected hoist installed. Group 2 helicopters are those that have only affected hoist installation provisions installed. Group 3 helicopters are those that do not have an affected hoist, nor affected hoist installation provisions installed.

Reason:

An occurrence was reported where fractured affected bolts were found on a W-3A helicopter. The investigation of the event to establish the root cause is still on-going.

This condition, if not detected and corrected, could lead to detachment of the affected bracket from the fuselage structure and consequent movement of the hoist carrying assembly around the axis of the two lower brackets, possibly resulting in damage to the helicopter, injury of the hoist operator, or loss of human(s) or cargo transported with the hoist.

To address this potential unsafe condition, WSK “PZL-ŚWIDNIK” issued the MB to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the sealing compound around the affected bracket and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires repetitive replacement of affected bolts.

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) Group 1 helicopters: Before next flight after the effective date of this AD, inspect the sealing compound around the affected bracket and, if no cracked compound is detected, replace each affected bolt (4 bolts) in accordance with the instructions of the MB.
- (2) Within 25 flight hours (FH) after bolt replacement as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 25 FH, inspect the sealing compound around the affected bracket 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, cracked sealing compound is detected, before next flight, remove the affected hoist in accordance with the instructions of the MB.

Repetitive Replacement:

- (4) Within 800 hoist cycles after bolt replacement as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 800 hoist cycles, replace each affected bolt (4 bolts) in accordance with the instructions of the MB.

Alternative Method:

- (5) In lieu of bolt replacement as required by paragraph (1) or (4) of this AD, as applicable, or hoist removal as required by paragraph (3) of this AD, it is allowed to operate the helicopter with



installed hoist, provided the hoist is deactivated and placards are installed on the applicable control switches of the circuit breakers panel, prohibiting use of the hoist and, thereafter, before each flight, the sealing compound around the affected bracket is inspected in accordance with the instructions of the MB.

Terminating Action:

(6) None.

Parts Installation:

- (7) Group 1 helicopters from which the affected hoist was removed, as required by paragraph (3) of this AD: Reinstallation of an affected hoist is allowed, provided that before reinstallation, the helicopter is modified in accordance with approved modification instructions provided by WSK "PZL-ŚWIDNIK" and that following modification, all repetitive inspections, replacements and applicable corrective actions are accomplished as required by this AD.
- (8) Group 2 helicopters: From the effective date of this AD, installation of an affected hoist is allowed, provided that, before installation, the actions as required by paragraph (1) of this AD are accomplished, or, if cracked sealing compound is detected, the helicopter is modified in accordance with approved modification instructions provided by WSK "PZL-ŚWIDNIK". Following installation, all repetitive inspections, replacements and applicable corrective actions must be accomplished as required by this AD.
- (9) Group 3 helicopters: From the effective date of this AD, installation of affected hoist installation provisions and an affected hoist (refer to WSK "PZL-ŚWIDNIK" Service Bulletin BT-37-06-181) is allowed, provided that following installation, all repetitive inspections, replacements and applicable corrective actions are accomplished as required by this AD.

Ref. Publications:

WSK "PZL-ŚWIDNIK" S.A. PZL W-3A MB BO-37-19-296 original issue, dated 30 July 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 Programming and Continued Airworthiness 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.

