



## Airworthiness Directive

**AD No.:** 2019-0300

**Issued:** 12 December 2019

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 SW-4 helicopters

**Effective Date:** 26 December 2019

**TCDS Number(s):** EASA R.100

**Foreign AD:** None

**Supersedure:** Not applicable

## ATA 62 – Main Rotor – Lower and Upper Torque Scissors – Inspection

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### Manufacturer(s):

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

### Applicability:

PZL SW-4 helicopters, all serial numbers.

### Definitions:

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

**Affected part:** Lower Torque Scissors, having Part Number (P/N) 60.02.250.00.01; and Upper Torque Scissors, having P/N 60.02.260.00.02.

**The ASB:** WSK "PZL-Świdnik" S.A. Alert Service Bulletin (ASB)-60-19-96.

### Reason:

An occurrence was reported where incorrectly installed and damaged Lower Torque Scissors were found after a ground run following maintenance. The consequence of this was residual plastic strain (non-reversible change of metal component shape) of the Lower Torque Scissors Lever P/N 60.02.255.00.00 and wear of the Lower Torque Scissors Link P/N 60.02.256.00.01. Subsequent investigation identified that the affected Lower Torque Scissors Link P/N 60.02.256.00.01 was incorrectly identified with markings „GÓRA” (top) and „DÓŁ” (bottom) leading to installation in reversed position. Additionally, it was determined that the affected parts (as defined in this AD) are



not identified with permanent physical P/N markings, allowing the possibility to install these parts in an incorrect location and orientation.

This condition, if not detected and corrected, could lead to restricted collective and cyclic pitch control, possibly resulting in reduced control of the helicopter.

To address this potentially unsafe condition, WSK "PZL-Świdnik" issued the ASB to provide inspection instruction.

For the reasons described above, this AD requires repetitive inspections, upon installation of an affected part and, depending on findings, correct (re)installation.

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

Required as indicated, unless accomplished previously:

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

- (1) From the effective date of this AD, before each installation of an affected part on a helicopter, inspect the correctness of the identification markings on each Lower Torque Scissors Link P/N 60.02.256.00.01 and/or Upper Torque Scissors Link P/N 60.02.266.00.01, as applicable, and install the affected part, ensuring that the Lever P/N 60.02.255.00.00, and/or Lever P/N 60.02.265.00.00, as applicable, is correctly positioned and that the Lower Torque Scissors Link P/N 60.02.256.00.01 or Upper Torque Scissors Link P/N 60.02.266.00.01, as applicable, is in correct orientation in accordance with the instructions of the ASB.

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

- (2) If, during any inspection, as required by paragraph (1) of this AD, any incorrectly marked Lower Torque Scissors Link P/N 60.02.256.00.01 or Upper Torque Scissors Link P/N 60.02.266.00.01 is detected, before next flight, contact WSK "PZL-Świdnik" S.A. for corrective action instructions and accomplish those instructions accordingly.

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

WSK "PZL-Świdnik" S.A. ASB-60-19-96 original issue dated 06 September 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. This AD was posted on 12 November 2019 as PAD 19-203 for consultation until 10 December 2019. No comments were received during the consultation period.
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](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) 81 722 6140; E-mail: [PL-CustomerSupport.AW@leonardocompany.com](mailto:PL-CustomerSupport.AW@leonardocompany.com).

