



Emergency Airworthiness Directive

AD No.: 2018-0035-E

Issued: 06 February 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: 06 February 2018

TCDS Number(s): EASA.R.007

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Bellcrank Assembly – Inspection

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:

The MB: WSK “PZL-ŚWIDNIK” S.A. PZL SW-4 Mandatory Bulletin (MB) No. BO-37-18-292.

Affected NLG assembly: Nose landing gear (NLG) bellcrank assembly, Part Number (P/N) 30.42.010.00.00.

Reason:

An occurrence was reported of finding a cracked NLG bellcrank P/N 30.42.010.01.00, which is part of an affected NLG assembly. Subsequent investigation determined that this crack was due to reduced wall thickness of the affected NLG assembly, the result of a manufacturing deficiency.

This condition, if not detected and corrected, could lead to failure of the NLG, possibly resulting in damage to the helicopter and injury of the occupants.



To address this potentially unsafe condition, WSK "PZL-ŚWIDNIK" S.A. issued the MB providing inspection instructions. Additionally, WSK "PZL-ŚWIDNIK" S.A. introduced improvement of the manufacturing process ensuring correct positioning of the affected assembly during drilling. This does not change the affected assembly P/N, as no design change is involved and the affected parts do not have a serial number assigned.

For the reasons described above, this AD requires a one-time inspection of the affected NLG assembly installed on helicopters currently in service and depending on findings, replacement. This AD also requires inspection of an affected NLG assembly before installation on any helicopter.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 5 flight cycles after the effective date of this AD, inspect the affected NLG assembly installed on helicopters up to s/n 3X.10.12 inclusive in accordance with the instructions of the Revision 1 of the MB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the MB, before next flight, replace the affected NLG assembly in accordance with the instructions of the Revision 1 of the MB.

Parts Installation:

- (3) From the effective date of this AD, it is allowed to install on any helicopter an affected NLG assembly, provided that, before installation, the assembly has passed an inspection (no defects found) in accordance with the instructions of the Revision 1 of the MB.

Credit:

- (4) Accomplishment of the inspection and corrective action, before the effective date of this AD in accordance with the original issue of the MB, is acceptable to comply with the requirements of paragraph (1) and (2) of this AD.

Ref. Publications:

WSK "PZL-ŚWIDNIK" S.A. PZL SW-4 MB No. BO-37-18-292 original issue dated 25 January 2018, and Revision 1 dated 05 February 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.
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@leonardocompany.com.

