



## Airworthiness Directive

**AD No.:** 2016-0119

**Issued:** 17 June 2016

Note: This 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 model helicopters

**Effective Date:** 01 July 2016

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

#### Manufacturer(s):

Wytwórnia Sprzętu Komunikacyjnego “PZL-Świdnik” Spółka Akcyjna (WSK „PZL-ŚWIDNIK” S.A.)

#### Applicability:

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

#### Reason:

The airworthiness limitations for the PZL W-3A model helicopters, which are approved by EASA, are currently defined and published in the Airworthiness Limitations Section (ALS) of PZL W-3A Instructions for Continued Airworthiness (ICA) Chapter 04 of Maintenance Manual (MM) AE 30.04.20.1 MM (in English) or AE 30.04.20.1 IOT (in Polish), both at Revision 11 (hereafter referred to as ‘the ALS’ in this AD). These limitations have been identified as mandatory for continued airworthiness.

Failure to comply with these limitations could result in an unsafe condition.

For the reason described above, this AD requires replacement of the affected parts with a serviceable parts as specified in the ALS.



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

Required as indicated, unless accomplished previously:

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit (see Note 1 of this AD), as specified in the ALS, as applicable to helicopter model and depending on helicopter configuration.

Note 1: For the purpose of this AD, the life limits as defined in the 'Retirement life' column of the ALS include specific compliance times for certain tasks.

- (2) **Corrective Action(s):** In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable WSK „PZL-ŚWIDNIK” S.A. maintenance documentation. If a detected discrepancy cannot be corrected by using existing WSK „PZL-ŚWIDNIK” S.A. instructions, before next flight, contact WSK „PZL-ŚWIDNIK” S.A. for approved instructions and accomplish those instructions accordingly.
- (3) **Aircraft Maintenance Programme (AMP) Revision:** Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter, by incorporating the life limits and associated thresholds described in the ALS.
- (4) **Credit:** For an AMP that, on the effective date of this AD, is already updated to incorporate the life limitations as specified in ALS Revision 10, that action ensures (see Note 2 of this AD) the continued accomplishment of those limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and more restrictive limitations, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive limitations, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.

- (5) **Recording AD compliance:** When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected PZL W-3A model helicopters registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) No [1321/2014](#), Part M.A.301, paragraph 3.



**Ref. Publications:**

PZL W-3A AE 30.04.20.1 MM (English) or AE 30.04.20.1 IOT (Polish), Chapter 4, Revision 11, dated December 2015.

The use of later approved revisions of these documents 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 18 May 2016 as PAD 16-073 for consultation until 15 June 2016. No comments were received during the consultation period.
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. For any question concerning the technical content of the requirements in this AD, please contact:  
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**SUPERSEDED**

