



Emergency Airworthiness Directive

AD No.: 2016-0245-E

Issued: 13 December 2016

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 SW-4 helicopters

Effective Date: 15 December 2016

TCDS Number(s): EASA.R.100

Foreign AD: Not applicable

Supersedure: None

ATA 64 – Tail Rotor – Tail Rotor Blade Pitch Arm – Inspection / Replacement

Manufacturer(s):

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

Applicability:

PZL SW-4 helicopters, all manufacturer serial numbers (MSN), if equipped with Tail Rotor Blade (TRB) Pitch Arms Part Number (P/N) 60.02.600.01.02.

Reason:

Occurrences of fatigue cracking of one of the TRB Pitch Arms, Part Number (P/N) 60.02.600.01.02 were reported.

Subsequent investigation identified deformations of the TRB Pitch Arm surface, caused by the attaching hardware, and manufacturing processes (sanding, anodizing in sulfuric acid) used for surface finishing, as possible factors contributing to initiation of the part cracking.

This condition, if not detected and corrected, could lead to structural failure of a TRB Pitch Arm, loss of the tail rotor anti-torque function, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, WSK "PZL-ŚWIDNIK" S.A. issued Mandatory Bulletin (MB) BO-60-16-80 to provide inspection and replacement instructions.



For the reasons described above, this AD requires repetitive inspections of each TRB Pitch Arm to identify possible cracks and, depending on findings, replacement of both TRB Pitch Arms with improved parts.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) Before next flight after the effective date of this AD and, thereafter, after the last flight of each flight day, inspect each TRB Pitch Arm, P/N 60.02.600.01.02, in accordance with the instructions of Chapter II of WSK "PZL-Świdnik" S.A. MB BO-60-16-80.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected on any of the TRB Pitch Arm, P/N 60.02.600.01.02, before next flight, replace both TRB Pitch Arms, P/N 60.02.600.01.02, with improved TRB Pitch Arms, P/N 60.02.600.01.03, in accordance with the instructions of Paragraph 4 of Chapter II of WSK "PZL-Świdnik" S.A. MB BO-60-16-80.

Terminating Action:

- (3) Replacement of both TRB Pitch Arms on a helicopter, as required by paragraph (2) of this AD, constitutes terminating action for the repetitive inspections, as required by paragraph (1) of this AD, for that helicopter.

Parts Installation:

- (4) From the effective date of this AD, installation of a TRB Pitch Arm, P/N 60.02.600.01.02, on a helicopter is not allowed.

Ref. Publications:

WSK "PZL-Świdnik" S.A. MB BO-60-16-80, original issue dated 20 November 2016.

The use of later approved revisions of this 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.

