



Airworthiness Directive

AD No.: 2020-0017

Issued: 30 January 2020

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 W-3A helicopters

Effective Date: 13 February 2020

TCDS Number(s): EASA.R.007

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Hoist Assembly – Inspection

Manufacturer(s):

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

Applicability:

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

Definitions:

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

Affected part: Stainless steel cable having Part Number (P/N) 712952.

Affected Hoist: Collins Aerospace (formerly Goodrich) Electric Hoists, P/N 76378-500, having an affected part installed.

The ASB: WSK "PZL-ŚWIDNIK" S.A. PZL W-3A Alert Service Bulletin (ASB) ASB-37-19-309, which has an Attachment 1, Goodrich Actuation Systems (Division Hoist and Winch) ASB 76378-500-25-P01.

Groups: Group 1 helicopters are those that have an affected hoist installed. Group 2 helicopters are those that do not have an affected hoist installed.



Reason:

Occurrences were reported where affected parts were found worn out. The damage consisted in reduction of the cable diameter at a location near the swaged terminal. Subsequent investigation identified that the extensive cable wear was possibly caused by flickering movement of the hook assembly in the stowage position during flights.

This condition, if not detected and corrected, could lead to reduction of the cable strength and failure, possibly resulting in in-flight loss of the hoist load and injury to persons or damage to and reduced control of the helicopter.

To address this potentially unsafe condition WSK "PZL-ŚWIDNIK" issued the ASB to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the affected part and, depending on findings, replacement, or additional maintenance actions. This AD also introduces part installation requirements.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Group 1 helicopters: Within 25 flight hours (FH) accumulated by an affected hoist after the effective date of this AD and, thereafter, at intervals not to exceed 25 FH, inspect the affected part in accordance with the instructions of paragraph 2.1 of the ASB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD the affected part is found non-compliant, before next flight, replace the affected part in accordance with the instructions of paragraph 3.A(4)(a) of Attachment 1 of the ASB or remove the affected hoist from a helicopter in accordance with approved maintenance instructions. As a result of removal, the helicopter effectively becomes a Group 2 helicopter, as defined in this AD.
- (3) If, during any inspection as required by paragraph (1) of this AD the affected part is found compliant, accomplish the applicable maintenance actions in accordance with the instructions of paragraph 3.A(4)(b) of Attachment 1 of the ASB.

Terminating Action:

- (4) None.

Parts Installation:

- (5) Group 2 helicopters: From the effective date of this AD, it is allowed to install on a helicopter an affected hoist, provided the hoist meets one of the conditions as required by paragraph (5.1) or (5.2) of this AD, as applicable.
 - (5.1) The affected hoist is new (never previously installed), or overhauled (never installed after overhaul).



- (5.2) The affected hoist passed an inspection (no defect found, or defects corrected), less than 25 FH before installation, in accordance with the instructions of the ASB.

Ref. Publications:

WSK "PZL-ŚWIDNIK" S.A. PZL W-3A ASB ASB-37-19-309 original issue dated 28 January 2020.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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.

