



Airworthiness Directive

AD No.: 2023-0072

Issued: 05 April 2023

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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: 19 April 2023

TCDS Number(s): EASA.R.100

Foreign AD: Not applicable

Supersedure: None

ATA – Rotorcraft Flight Manual / Supplement – Amendment

Manufacturer(s):

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

Applicability:

PZL SW-4 helicopters, all manufacturer serial numbers.

Definitions:

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

The RFM update: PZL SW-4 Basic Rotorcraft Flight Manual (RFM), ref. AE-60.01.04.1 RFM, Reissue 1, PART 1, Revision 6;

PZL SW-4 RFM Supplement (RFMS) No. AE-60.01.04.1 RFMS - 0.00, Reissue 1, Revision 3;

PZL SW-4 RFMS No. AE-60.01.04.1 RFMS - 37.00, Reissue 1, Revision 1; and

PZL SW-4 RFMS No. AE-60.01.04.1 RFMS - 40.00, Reissue 1, original issue.

The ASB: PZL SW-4 Alert Service Bulletin (ASB) ASB-60-23-116.

Reason:

An occurrence was reported where, when simulating a failure of the hydraulic system (i.e. pressure drop or loss) during a training flight on a PZL SW-4 helicopter, the necessary forces to be applied on the flight controls became excessive (especially when the speed was reduced below 45 kts). The



crew then turned the hydraulic power assistance back on, and a safe landing was made. Further investigation revealed that the event was caused by initiating the simulated failure under certain determined flight conditions and circumstances, which adversely affected the helicopter's control dynamics. This cannot be considered as an isolated case.

This condition, if not corrected, could lead to excessive workload for the crew and reduced control of the helicopter, possibly resulting in loss of control of the helicopter and/or injury to occupants.

To address this potential unsafe condition, WSK "PZL-ŚWIDNIK" S.A. published an update of the RFM and some RFM Supplements, to provide appropriate operating instructions, including a set of conditions and limitations, to be followed to safely perform a simulated failure of the hydraulic system during training flights.

For the reason described above, this AD requires amendment of the applicable RFM by incorporation of the RFM update, as defined in this AD, which contains new and amended operational instructions.

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

Required as indicated, unless accomplished previously:

RFM Amendment:

- (1) Within 30 days after the effective date of this AD, amend the applicable RFM by incorporating the RFM update, as defined in this AD, in accordance with the instructions of the ASB, inform all pilots and, thereafter, operate the helicopter accordingly.
- (2) Amendment of the applicable RFM of a helicopter, after the effective date of this AD, by implementation of any later RFM/RFMS revision that incorporates the same content as the RFM update, is an acceptable method to comply with the RFM amendment requirement of paragraph (1) of this AD for that helicopter.

Ref. Publications:

WSK "PZL-ŚWIDNIK" S.A. PZL SW-4 ASB ASB-60-23-116 original issue dated 04 April 2023.

WSK "PZL-ŚWIDNIK" S.A. PZL SW-4 Basic RFM, ref. AE-60.01.04.1 RFM, Reissue 1, PART 1, Revision 6 dated 31 January 2023.

WSK "PZL-ŚWIDNIK" S.A. PZL SW-4 RFMS No. AE-60.01.04.1 RFMS - 0.00, Reissue 1, Revision 3 dated 31 January 2023.

WSK "PZL-ŚWIDNIK" S.A. PZL SW-4 RFMS No. AE-60.01.04.1 RFMS - 37.00, Reissue 1, Revision 1 dated 31 January 2023.

WSK "PZL-ŚWIDNIK" S.A. PZL SW-4 RFMS No. AE-60.01.04.1 RFMS - 40.00, Reissue 1, original issue (Revision 0) dated 31 January 2023.

The use of later approved revisions of the above-mentioned 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. 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 Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any questions 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, or E-mail: PL-CustomerSupport.AW@leonardo.com.

