



Airworthiness Directive

AD No.: 2025-0097

Issued: 28 April 2025

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 W-3A helicopters

Effective Date: 12 May 2025

TCDS Number(s): EASA.R.007

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Hoist Support / Inspection / Replacement – Removal from Service

Manufacturer(s):

Wytwórnia Sprzętu Komunikacyjnego (WSK) "PZL-Świdnik" Spółka Akcyjna (PZL-Swidnik)

Applicability:

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

Definitions:

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

Affected part: Hoist Support, having Part Number (P/N) 39.30.210.00.02.

Serviceable part: An affected part which is new (never installed before); or which accumulated less than 15 years since date of manufacturing and passed the inspection (no discrepancy or discrepancies corrected) in accordance with the instructions of the ASB, as defined in this AD.

The ASB: PZL-Swidnik W-3A Alert Service Bulletin (ASB) ASB-37-25-355.

Groups: Group 1 helicopters are those, which having a hoist support installed, defined as affected part in this AD. Group 2 helicopters are those which do not have an affected part installed.



Reason:

An occurrence was reported where, during a review of the records of an in-service (military) PZL W-3A helicopter, it was found that the support of an installed hoist had not been timely replaced, before reaching its defined service-life limit of 15 years since date of support manufacturing. Further investigation revealed that this service-life exceedance was caused by lack of adequate data and record keeping in the helicopter logbook and the tag belonging to the hoist support.

To ensure the continued airworthiness of the affected supports, and therefore a safe hoist operation, each support must be clearly identified with a serial number (s/n), and the necessary defined continued airworthiness related data and records must be kept on the hoist support tag and in the helicopter logbook.

This condition, if not detected and corrected, could possibly lead to exceedance of the service-life limit of a hoist support, which, during hoist operation, could break on one of the rear frame points, attaching it to the fuselage, possibly resulting in serious or fatal injuries to occupants and/or the person(s) hanging on the hoist cable.

To address this potential unsafe condition, PZL-Swidnik issued the ASB, to provide instructions for checking each affected part, as defined in this AD, and the applicable action(s), including detailed instructions for the necessary record keeping, to ensure the continued airworthiness of the affected parts.

For the reasons described above, this AD requires inspection of each affected part and, depending on findings, accomplishment of the applicable (corrective) actions, including required record keeping, as applicable. This AD also regulates the installation of affected parts.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 helicopters: Before the next flight during which the installed hoist is operated or within 1 month, whichever occurs first after the effective date of this AD, inspect the affected part, by identifying the s/n and checking the data on the tag of the affected part and in the helicopter logbook, in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) For Group 1 helicopters: If, during the inspection as required by paragraph (1) of this AD, any discrepancy is found as defined in the ASB, within the compliance time specified in the ASB, as applicable depending on the finding(s), accomplish the applicable action(s), including recovery of the continuing airworthiness records of the affected part and/or the helicopter, as applicable, in accordance with the instructions of the ASB and, thereafter, operate the helicopter in accordance with the approved PZL-Swidnik instructions for continued airworthiness for W-3A helicopters, as applicable.



Part(s) Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided that it is a serviceable part, as defined in this AD, and that, following installation, it is maintained in accordance with the applicable approved PZL-Swidnik instructions for continued airworthiness for W-3A helicopters.

Ref. Publications:

PZL-Swidnik ASB ASB-37-25-355 original issue dated 25 April 2025.

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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 26 May 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
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 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@leonardo.com.

