

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 14-175</p> <p>Date: 16 December 2014</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
<p>Design Approval Holder's Name: WSK "PZL – KALISZ" S.A.</p>	<p>Type/Model designation(s): ASz-62IR engines</p>	
<p>TCDS Number:</p>	<p>EASA.E.140</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2014-0094 dated 22 April 2014, including the Correction dated 23 April 2014.</p>	
ATA 05	Time Limits / Maintenance Checks – Airworthiness Limitations – Amendment / Implementation	
<p>Manufacturer(s):</p>	<p>WSK "PZL- KALISZ" S.A. (PZL-KALISZ)</p>	
<p>Applicability:</p>	<p>ASz-62IR-16 and ASz-62IR-M18 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Antonov AN-2, De Havilland Canada (Viking) DHC-3 'Otter', PZL 'Mielec' M18 and PZL 'Warszawa-Okęcie' PZL-106 'Kruk' aeroplanes.</p> <p>Note: The installation of these engines was either done by the respective aeroplane manufacturer or through modification of the aeroplane by Supplemental Type Certificate.</p>	
<p>Reason:</p>	<p>The airworthiness limitations and maintenance requirements for ASz-62IR-16 and ASz-62IR-M18 engines are outlined in Chapter 4 of the Operational Instruction for these engines (document no. WT-62.02.01) and are approved by EASA.</p> <p>Revision 28 of these instructions introduces new airworthiness limitations for the engine through a change in the method for defining the engine Total Life, which was previously defined by the number of overhauls and the number of operating hours and is from now on defined only by the number of operating hours. The Total Life and Time Between Overhaul for engines remain unchanged.</p> <p>Failure to comply with the latest airworthiness limitations and/or maintenance requirements could result in an unsafe condition.</p>	

	For the reason described above, this AD requires implementation of the airworthiness limitations and maintenance requirements as specified in PZL-KALISZ Operation Instructions for ASz-62IR-16 and ASz-62IR-M18 engines (doc. no. WT-62.02.01), Chapter 4, at Revision 28.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) From the effective date of this AD, accomplish the following actions, as specified in PZL-KALISZ Operation Instructions for ASz-62IR-16 and ASz-62IR-M18 engines (doc. no. WT-62.02.01), Chapter 4, Revision 28:</p> <p>(1.1) Replace each component before or upon reaching the applicable life limit, and</p> <p>(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.</p> <p>(2) If, during accomplishment of any task as required by paragraph (1) of this AD, any discrepancies are detected, within the compliance time specified in PZL-KALISZ Operation Instructions for ASz-62IR-16 and ASz-62IR-M18 engines (doc. no. WT-62.02.01), Chapter 4, Revision 28, accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation.</p> <p>If no compliance time is identified in the Operation Instructions, accomplish the applicable corrective actions before next flight.</p> <p>If a detected discrepancy is not identified in the Operation Instructions, before next flight, contact PZL-KALISZ for approved instructions and accomplish those instructions accordingly.</p> <p>(3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the limitations, tasks and associated thresholds and intervals described in PZL-KALISZ Operation Instructions for ASz-62IR-16 and ASz-62IR-M18 engines (doc. no. WT-62.02.01), Chapter 4, at Revision 28.</p> <p>(4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in PZL-KALISZ Operation Instructions for ASz-62IR-16 and ASz-62IR-M18 engines (doc. no. WT-62.02.01), Chapter 4, at Revision 26 or 27, the new and more restrictive tasks and limitations, as defined in Revision 28, must be incorporated into the AMP to comply with paragraph (3) of this AD.</p> <p>(5) Compliance with the requirements of paragraph (3) constitutes compliance with the requirements of paragraphs (1) and (2) of this AD. After revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis.</p> <p>Note: For affected ASz-62IR-16 and ASz-62IR-M18 engines installed on aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EC) No 2042/2003, Part M.A.301, paragraph 3.</p>
Ref. Publications:	<p>PZL-KALISZ Operation Instructions for ASz-62IR-16 and ASz-62IR-M18 engines (doc. no. WT-62.02.01), Chapter 4, Revision 28 approved by EASA on 14 October 2014.</p> <p>The use of later approved variations or revisions of this document is acceptable for compliance with the requirements of this AD.</p>

Remarks:	<ol style="list-style-type: none">1. This Proposed AD will be closed for consultation on 13 January 2015.2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.3. For any question concerning the technical content of the requirements in this PAD, please contact: WSK "PZL-KALISZ" S.A. ul. Częstochowska 140, 62-800 Kalisz, Poland. Phone: (+48) 62 504 61 00; Fax: (+48) 62 503 24 33; E-mail: biurozdatnoscidolotu@wsk1.kalisz.pl.
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