



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-129

Issued: 17 September 2018

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:

Polskie Zakłady Lotnicze Sp. z o.o.

Type/Model designation(s):

PZL M28 05 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.058

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Fuel Tank Electrical Harness – Inspection / Replacement

Manufacturer(s):

Polskie Zakłady Lotnicze Sp. z o.o. (PZL)

Applicability:

PZL M28 05 aeroplanes, manufacturer serial numbers (s/n) AJE003-01 through AJE00347 (inclusive), except s/n AJE00344.

Definitions:

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

The SB: PZL M28 05 Service Bulletin (SB) No. E/12.141/2018.

Affected part: Electrical harness listed by Part Numbers (P/N) in Section III of the SB.

Serviceable part: An affected part which is new.

Reason:

During accomplishment of maintenance on an M28 05 military version airplane, torn pieces of thermo-shrinkable tubes were found in the header section of the main fuel tank. These tubes are



installed on electrical harnesses located in the fuel tanks and serve as marking and protection devices against mechanical damage during manufacturing and servicing. Pieces of these tubes may travel with the fuel flow and may block the jet pump or reduce its performance, particularly in the centre-wing fuel tank, in which the jet pump is the only way of further transfer of fuel to the engine. Subsequent investigation determined that degradation of the tube material was caused by a manufacturing deficiency, leading to insufficient material resistance against mechanical damage when a tube is located in a fuel.

This condition, if not detected and corrected, could lead to reduced fuel supply to the engines, inability to use all the fuel in fuel tanks and reduced available engine power, resulting in reduced aeroplane performance.

To address this potentially unsafe condition, PZL identified the batch of aeroplanes that are potentially equipped with thermo-shrinkable tubes having this manufacturing defect, and issued the SB providing inspection and replacement instructions.

For the reasons described above, this AD requires a one-time inspection of the electrical harnesses located in the fuel tanks and, depending on findings, replacement of the affected harness.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 200 flight hours or 400 flight cycles or 8 months, whichever occurs first after the effective date of this AD, inspect each affected part located in the centre and outer wing fuel tanks in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the SB, before next flight, contact PZL to obtain serviceable parts and replace each damaged affected part with a serviceable part in accordance with the instructions of the SB.

Parts Installation:

- (3) From the effective date of this AD, it is allowed to install an affected part in a centre or outer fuel tank, provided that it is a serviceable part.

Ref. Publications:

Polskie Zaklady Lotnicze Sp. z o.o. SB No. E/12.141/2018 dated 15 May 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 15 October 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: janusz.pietruszka@lmco.com or adam.dziurgot@lmco.com or pzl.lm@lmco.com, Polskie Zakłady Lotnicze Sp. z o.o., Wojska Polskiego 3, 39-300 Mielec, Poland.

