



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-131

Issued: 17 July 2019

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:

WSK "PZL-ŚWIDNIK" S.A.

Type/Model designation(s):

PZL W-3A helicopters

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

TCDS Number(s): EASA.R.007

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Blade Droop Stops – Removal from Service

Manufacturer(s):

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

Applicability:

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

Definitions:

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

Affected part: Movable assemblies of MR blade droop stop Part Number (P/N) 37.21.800.00.00.

The MB: WSK "PZL-ŚWIDNIK" S.A. PZL W-3A Mandatory Bulletin (MB) BO-37-18-302 Revision 1.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed. These includes helicopters without complete movable MR blade droop stop P/N 37.21.800.00.00 installed, and those having only retaining washers P/N 37.21.800.07.01 (the fixed part of the movable MR blade droop stop P/N 37.21.800.00.00) installed.



Reason:

An occurrence was reported where displaced teeth were detected on an affected part. An investigation is ongoing to identify the failure mechanism of the occurrence.

This condition, if not corrected, could lead to erroneous operation of MR blade droop stop teeth during engine start-up or shut-down, dynamic drop-down of a MR blade, resulting in contact of the affected MR blade with the tail boom, possibly resulting in injury of occupants or persons on the ground.

To address this potential unsafe condition, WSK "PZL-ŚWIDNIK" S.A. issued the MB to provide replacement instructions.

For the reasons described above, this AD requires removal from service of each affected part and prohibits (re)installation of any affected part.

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

Required as indicated, unless accomplished previously:

Removal:

- (1) Group 1 helicopters: Within 30 days after the effective date of this AD, remove each affected part from all MR hub arms in accordance with the instructions of the MB.

Credit:

- (2) Removal of each affected part, before the effective date of this AD, in accordance with the instructions of the original issue of WSK "PZL-ŚWIDNIK" S.A. PZL W-3A MB BO-37-18-302 is an acceptable method to comply with the requirements of paragraph (1) of this AD.

Parts Installation:

- (3) Group 2 helicopters: From the effective date of this AD, do not install an MR blade droop stop P/N 37.21.800.00.00 or do not reinstall an affected part on a helicopter.

Ref. Publications:

WSK "PZL-ŚWIDNIK" S.A. PZL W-3A MB BO-37-18-302 original issue dated 19 June 2019, or Revision 1 dated 11 July 2019.

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 14 August 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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: 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.

