



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-016

Issued: 24 January 2020

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 – Vibration Absorber Fairing – Installation

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: Fairing Part Number (P/N) 30.23.015.00.03 installed on vibration absorber P/N 30.23.000.00.04.

Affected hardware: Bolts 3003A-6-16-3 and castellated nuts 3336A-6, locked with cotter pin S-Cd 1,6x16 PN-76/M-82001.

The ASB: WSK "PZL-ŚWIDNIK" S.A. PZL W-3A Alert Service Bulletin (ASB) ASB-37-19-307.



Reason:

An occurrence was reported involving broken bolt 3003A-6-16-3 securing the affected part. Subsequent investigation identified that the maintenance instructions detailing steps how to secure the affected hardware on an affected part did not include information about torque value to tighten the castellated nut 3336A-6.

This condition, if not corrected, could lead to detachment of the affected part from the helicopter and its subsequent contact with helicopter stationary or rotary parts, possibly resulting in damage to, and consequent reduced control of, the helicopter.

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

For the reasons described above, this AD requires use of the improved installation instructions to secure the affected part to the vibration absorber using the affected hardware.

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

Required as indicated, unless accomplished previously:

Installation:

From the effective date of this AD, installation of an affected part on a helicopter by using the affected hardware to secure the affected part to the vibration absorber is allowed, provided that it is accomplished in accordance with the instructions of the ASB.

Ref. Publications:

WSK "PZL-ŚWIDNIK" S.A. PZL W-3A ASB-37-19-307 original issue 23 November 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 21 February 2020.
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.

