



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-089

Issued: 02 June 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 SW-4 helicopters

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

TCDS Number(s): EASA R.100

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Main Rotor Hub – Replacement

Manufacturer(s):

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

Applicability:

PZL SW-4 helicopters, all serial numbers.

Definitions:

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

Affected hardware: Bearings type MWD12C and inserts having Part Number (P/N) 60.02.110.02.00.

Affected MRH: Main rotor hubs (MRH), having serial number (s/n) through 04006 (inclusive), if equipped with affected hardware.

Serviceable MRH: An MRH not equipped with affected hardware; or an affected MRH which has accumulated less than 600 flight hours (FH) since first installation on a helicopter.

The ASB: WSK "PZL-Świdnik" S.A. Alert Service Bulletin (ASB)-60-20-101.



Groups: Group 1 helicopters are those that have an affected MRH installed. Group 2 helicopters are those that do not have an affected MRH installed.

Reason:

Occurrences have been reported of finding wear in the bearings of the MRH hydraulic drag damper mountings. Subsequent investigation determined that certain MRH, having affected hardware installed (defined as 'affected MRH' in this AD), are prone to the reported degradation.

This condition, if not corrected, could lead to change of loading conditions of MRH hydraulic drag damper mountings, possibly causing structural fatigue failures of those mountings or dampers, resulting in reduced control of the helicopter.

To address this potential unsafe condition, WSK "PZL-Świdnik" issued the ASB to identify the affected MRH, introduce a reduced life limit for affected MRH and to provide replacement instructions.

For the reasons described above, this AD requires replacement of affected MRH and introduces installation restrictions.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 helicopters: Before exceeding 600 FH accumulated by the affected MRH since first installation on a helicopter, replace the affected MRH with a serviceable MRH, as defined in this AD, in accordance with the instructions of the ASB.

Parts Installation:

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected MRH on a helicopter, provided that the MRH is a serviceable MRH, as defined in this AD, and that, following installation, the affected MRH is replaced as required by paragraph (1) of this AD.

Ref. Publications:

WSK "PZL-Świdnik" S.A. ASB-60-20-101 dated May 2020.

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 30 June 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.

