



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-162

Issued: 04 November 2021

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: This AD supersedes EASA AD 2017-0057 dated 06 April 2017.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations – Amendment

Manufacturer(s):

WSK "PZL – Świdnik" S.A. (PZL Świdnik)

Applicability:

PZL W-3A model helicopters, all serial numbers.

Definitions:

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

The ALS: PZL W-3A Instructions for Continued Airworthiness (ICA) Chapter 04 of Maintenance Manual (MM) AE 30.04.20.1 MM (in English) at Revision 16 or AE 30.04.20.1 IOT (in Polish) at Revision 15.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For PZL W-3A helicopters operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).



New and/or more restrictive tasks and limitations: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for the PZL W-3A helicopters, which are approved by EASA, are currently defined and published in PZL W-3A ICA Chapter 04 of MM AE 30.04.20.1 MM (in English) and AE 30.04.20.1 IOT (in Polish). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2017-0057 to require accomplishment of maintenance tasks and replacement of life limited parts as described in PZL W-3A ICA Chapter 04 of AE 30.04.20.1 MM (in English) at Revision 13 and AE 30.04.20.1 IOT (in Polish) at Revision 12. Since that AD was issued, PZL Świdnik published the ALS, as defined in this AD, introducing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2017-0057, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to helicopter operation and depending on configuration:
 - (1.1) Replace each component before exceeding the applicable life limit; and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

- (2) In case of finding any discrepancy during accomplishment of any action as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable PZL Świdnik maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy cannot be corrected by using existing PZL Świdnik instructions, before next flight, contact PZL Świdnik for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to helicopter operation and configuration.



Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous issue of the ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to helicopter operation and depending on configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to helicopter operation and depending on configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

PZL Świdnik PZL W-3A ICA Chapter 04 of MM AE 30.04.20.1 MM (in English) at Revision 16 dated April 2021.

PZL Świdnik PZL W-3A ICA Chapter 04 of MM AE 30.04.20.1 IOT (in Polish) at Revision 15 dated April 2021.

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

Remarks:

1. This Proposed AD will be closed for consultation on 02 December 2021.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



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.

