



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 21-164**

**Issued: 05 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:** None

## ATA 71 – Powerplant – Electrical Harness – Inspection / Repair / Replacement / Modification

**Manufacturer(s):**

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

**Applicability:**

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

**Definitions:**

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

**Affected part:** Electrical harnesses installed within the left-hand (LH) or right-hand (RH) PZL-10W engine area, as indicated in Table 1 and Figure 2 of Chapter 1 of the ASB.

**The ASB:** WSK "PZL-ŚWIDNIK" S.A. Alert Service Bulletin (ASB) No. ASB-37-20-325.

**Reason:**

In service, some damaged wiring harnesses were found, installed within the LH and RH PZL-10W engine areas, with melted and frayed insulation. It was determined that the thermal damage was



caused by incorrect installation or routing of affected harnesses, being too close to hot air tubes or other hot parts of the engine.

This condition, if not detected and corrected, could lead to failure to produce warning for fire in the engine compartment, false Turbine Outlet Temperature (TOT) reading, 'no' or 'false' N2 power turbine speed data, that could cause the engine to enter into MANUAL GOV mode, or un-commanded shut-down of the engine, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, WSK "PZL-ŚWIDNIK" S.A. issued the ASB, as defined in this AD, providing instructions for inspection of affected parts and, depending on the findings, repair or replacement; and also instructions for improved installation and routing of all harnesses.

For the reasons described above, this AD requires a one-time inspection and, depending on findings, accomplishment of the applicable corrective action. This AD also requires reinstallation (rerouting) of all harnesses.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 90 days after the effective date of this AD, inspect all affected parts, in accordance with the instructions of the ASB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the ASB, before next flight, accomplish the corrective action(s), as applicable, in accordance with the instructions of the ASB.

#### **Modification(s):**

- (3) Unless already accomplished as required by paragraph (2) of this AD, within 90 days after the effective date of this AD, reroute each affected part in accordance with the instructions in the ASB.

#### **Parts Installation:**

- (4) From the effective date of this AD, (re)installation of an affected part on a helicopter is allowed, provided that, before the installation, the part passed an inspection (no defect found), and that the (re)installation is accomplished in accordance with the instructions of the ASB.

#### **Ref. Publications:**

WSK "PZL-ŚWIDNIK" S.A. ASB No. ASB-37-20-325 original issue dated 03 November 2021.

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 03 December 2021.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate; E-mail: [ADs@easa.europa.eu](mailto: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](mailto:PL-CustomerSupport.AW@leonardocompany.com).

