



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-104

Issued: 20 August 2024

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:

POLSKIE ZAKŁADY LOTNICZE Sp.z.o.o.

Type/Model designation(s):

PZL M28 aeroplanes

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

TCDS Number(s): EASA.A.058

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual – Section 3, Emergency Procedures – Amendment

Manufacturer(s):

Polskie Zakłady Lotnicze Sp.z.o.o. (PZL)

Applicability:

PZL M28 02-W and PZL M28 05 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The AFM Update:

PZL M28 02-W Airplane Flight Manual (AFM), ref. M28/LTO-3/27/95/02-W,

Section 3, Emergency Procedures, Revision 33;

Sub-section 3.5.1, page 3-4 dated 09 July 2024;

Sub-section 3.5.9, page 3-9 dated 09 July 2024;

Sub-section 3.7.1, page 3-18 and 3-19 dated 09 July 2024, and

Sub-section 3.7.9, page 3-25 and 3-26 dated 09 July 2024;

and/or

PZL M28 05 AFM, ref. M28/10/2002,

Section 3, Emergency Procedures, Revision 55;



Sub-section 3.5.1, page 3-4 dated 09 July 2024;
Sub-section 3.5.9, page 3-9 dated 09 July 2024;
Sub-section 3.7.1, page 3-17 and 3-18 dated 09 July 2024, and
Sub-section 3.7.9, page 3-25 and 3-26 dated 09 July 2024,
as applicable.

The SB: PZL Service Bulletin (SB) E/12.148/2024.

Reason:

Occurrences were reported by pilot instructors where, during type rating training with PZL M28 aeroplanes, students applied an incorrect flap setting and airspeed while practicing the emergency procedure for an approach and landing with one engine inoperative (OEI) after a simulated engine failure.

Further investigation revealed that the root cause for these events were typos in the AFMs of the PZL aircraft models M28 02-W and M28 05. Application of an incorrect flap setting and a wrong airspeed during the approach for landing under (simulated) OEI conditions after an engine failure could lead to reduced control of the aeroplane in case of a necessary go-around, possibly resulting in loss of control of the aeroplane and/or injury to occupants.

To address this potential unsafe condition, PZL published the SB, as defined in this AD, to provide instructions for the required corrections of the AFMs and related emergency procedure checklists for of PZL M28 02-W and M28 05 aeroplanes, as applicable, by incorporation of the AFM Update, as defined in this AD, which incorporates the appropriate flap setting and the applicable airspeed to be applied during the approach for landing when descending under OEI conditions after an engine failure.

For the reason described above, this AD requires amendment of the applicable AFMs and related emergency procedure checklists by incorporating the AFM Update, which contains the corrected flap setting and airspeed to be applied during the approach for landing with one engine inoperative.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

AFM Amendment:

- (1) Within 30 days after the effective date of this AD, amend the applicable AFMs and related emergency procedure checklists by incorporating the AFM Update in accordance with the instructions of the SB, inform all pilots about this AFM Update and, thereafter, operate the aeroplane accordingly.
- (2) Amendment of the applicable AFM and related emergency procedure checklists of an aeroplane, after the effective date of this AD, by implementation of any later AFM revision that incorporates the same content as the AFM Update, is an acceptable method to comply with the AFM amendment required by paragraph (1) of this AD for that aeroplane.



Ref. Publications:

PZL SB E/12.148/2024 original issue dated 25 July 2024.

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 17 September 2024.
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: Polskie Zakłady Lotnicze Sp.z.o.o., ul. Wojska Polskiego 3, 39-300 Mielec, Poland; Telephone: +48 177 431 900 or E-mail: pzl.lm@global.lmco.com

