


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008- 0220</p> <p>Date: 19 December 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name : Polskie Zakłady Lotnicze Sp. z o.o.</p>		<p>Type/Model designation(s) : PZL M26 'Iskierka'</p>
<p>TCDS Number : EASA.A.057</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
ATA 27		Flight Controls – Components of the Primary Flight Controls – Inspection / Replacement
<p>Manufacturer(s): Polskie Zakłady Lotnicze Sp. z o.o.</p>		
<p>Applicability: PZL Model M26 airplanes with serial number (s/n) 1APP01-01 and from s/n 1AP002-01 up to 1AP002-06 inclusive.</p>		
<p>Reason:</p> <p>A detailed inspection in a M26 airplane revealed a significant chafing of the aileron control cable against the wing rib in the fuselage-to-wing area of transition and an abnormal wearing of pulleys' gorges as well.</p> <p>Such damage can only be evidenced on control cables which travel in pulleys either limited in rotation or seized.</p> <p>If left uncorrected, this condition, which could also occur on the elevator or rudder control system, could lead to loss of one or more primary flight controls and consequent reduced controllability of the airplane.</p> <p>For the reason stated above, this Airworthiness Directive requires a detailed inspection of flight controls and the correction of any discrepancy that could be found as a result of the inspection.</p>		
<p>Effective Date: 05 January 2009</p>		
<p>Required Action(s) and Compliance Time(s):</p> <p>Required as indicated, unless accomplished previously:</p> <p>Prior to next flight after the effective date of this AD, inspect and check the airplane's flight control systems as instructed in paragraph III.A. of the PZL Service Bulletin No. E/62.020/2008.</p>		

	<p>If any damage is found on pulleys and cables of the aileron control system, before further flight, repair the damage as instructed in paragraph III.B of PZL Service Bulletin No. E/62.020/2008</p> <p>If any other damage is found on the flight control systems, before further flight, repair the damage with an EASA-approved repair solution.</p>
Ref. Publications:	<p>Polskie Zakłady Lotnicze Sp. z o.o. Service Bulletin No. E/62.020/2008</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact: <p style="text-align: center;"> Polskie Zakłady Lotnicze Sp. z o.o. ul. Wojska Polskiego 3 39-300 Mielec Poland Phone: +48 17 788 7574 Fax: +48 17 788 6365 E-mail: pzl@pzlmielec.com.pl </p>