

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0265</p> <p>Date: 17 December 2010</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 AD applies, except in accordance with the requirements of that AD, 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 :</p> <p>WSK "PZL-Świdnik" S.A</p>	<p>Type/Model designation(s) :</p> <p>PZL SW-4 helicopters</p>	
<p>TCDS Number : EASA R.100</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
ATA 62	Main Rotor – Main Rotor Hub – Modification	
<p>Manufacturer(s):</p>	<p>WSK "PZL-Świdnik" S.A.</p>	
<p>Applicability:</p>	<p>PZL SW-4 helicopters, serial numbers (s/n) 60.01.04 through 60.04.02 inclusive.</p>	
<p>Reason:</p>	<p>Recently, an occurrence was reported on an SW-4 helicopter, where the nut of the mounting pivot of a main rotor hub (MRH) drag damper became loose, caused by shearing of the cotter pins, installed to secure the nut.</p> <p>This condition, if not corrected, could result in disconnection of a MRH drag damper and consequent reduced control of the helicopter.</p> <p>To address this unsafe condition, WSK "PZL-Świdnik" has developed a modification that provides an improved method to secure the nut.</p> <p>For the reasons described above, this AD requires modification of the locking system for the nut of the MRH drag damper mounting pivot.</p>	
<p>Effective Date:</p>	<p>31 December 2010</p>	
<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within 60 days after the effective date of this AD, modify the locking system of each TLH-48-1 drag damper mounting pivot nut on all three arms of the main rotor hub, in accordance with the instructions of WSK "PZL-Świdnik" Service Bulletin (SB) No. BS-60-10-42.</p>	

Ref. Publications:	WSK "PZL-Świdnik" SB No. BS-60-10-42 dated 8 December 2010. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
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: WSK "PZL-Świdnik" S.A. Al. Lotników Polskich 1, 21-045 Świdnik, Poland. Telephone : +48 81 468 09 01, 751 20 71, Fax : +48 81 468 09 19, 751 21 73 E-mail: jerzy.klimkowski@pzl.swidnik.pl