


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0029-E</p> <p>Date: 30 January 2014</p> <p>Note: This Emergency 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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name:</p> <p>WYTWÓRNA SPRZĘTU KOMUNIKACYJNEGO "PZL-ŚWIDNIK" S.A.</p>	<p>Type/Model designation(s):</p> <p>PZL SW-4 helicopters</p>
TCDS Number:	EASA R.100
Foreign AD:	Not applicable
Supersedure:	None
ATA 67	Rotor Flight Controls – Collective Control Lever Electrical Harness Attachment – Modification
Manufacturer(s):	Wytwórnia Sprzętu Komunikacyjnego "PZL-Świdnik" S.A.
Applicability:	<p>PZL SW-4 helicopters, all serial numbers (s/n).</p> <p>Note: On helicopters from s/n 60.04.08 onwards, the improved T7 electrical harness installation will be embodied in production.</p>
Reason:	<p>Recently, an occurrence was reported on a SW-4 helicopter (military version of PZL SW-4 helicopter) where the pilot was momentarily unable to move the collective lever in flight due to jamming. Due to the similarity in design, the civil PZL SW-4 helicopters may also be affected.</p> <p>Investigation determined that the collective lever jamming was caused by the T7 electrical harness, which had been displaced due to improper attachment and was interfering with surrounding elements. The T7 electrical harness is conducted from the collective lever grip into the collective lever tube, with its extension attached to control system components on the cockpit floor. A helicopter may be fitted with single or optionally dual controls. Each collective lever has its own T7 electrical harness.</p> <p>This condition, if not corrected, could result in jamming of the collective control lever and consequent loss of control of the helicopter.</p> <p>To address this unsafe condition, Wytwórnia Sprzętu Komunikacyjnego "PZL-Świdnik" S.A. developed a modification, published as Mandatory Bulletin (MB) No. BO-60-14-67 for in-service application, that provides an improved</p>

	<p>installation of the T7 electrical harnesses on the cockpit floor.</p> <p>For the reasons described above, this AD requires modification of the installation of the T7 electrical harnesses on the cockpit floor.</p>
Effective Date:	01 February 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after the effective date of this AD, modify the installation on the cockpit floor of the T7 electrical harness of each collective lever fitted in accordance with the instructions of Wytwórnia Sprzętu Komunikacyjnego "PZL-Świdnik" S.A. MB No. BO-60-14-67. (2) From the effective date of this AD, installation or replacement of a T7 electrical harness on a helicopter must be accomplished in accordance with the instructions of Wytwórnia Sprzętu Komunikacyjnego "PZL-Świdnik" S.A. MB No. BO-60-14-67.
Ref. Publications:	<p>Wytwórnia Sprzętu Komunikacyjnego "PZL-Świdnik" S.A. MB No. BO-60-14-67 original issue dated 24 January 2014.</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 results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Wytwórnia Sprzętu Komunikacyjnego "PZL-Świdnik" S.A. Al. Lotników Polskich 1, 21-045 Świdnik, Poland. Phone: (+48) 81 468 09 01, (+48) 81 751 20 71 Fax: (+48) 81 468 09 19, (+48) 81 751 21 73