



## Airworthiness Directive

**AD No.:** 2021-0244

**Issued:** 09 November 2021

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

WSK "PZL – ŚWIDNIK" S.A.

### Type/Model designation(s):

PZL SW-4 helicopters

**Effective Date:** 23 November 2021

**TCDS Number(s):** EASA.R.100

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2020-0275 dated 10 December 2020.

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations – Amendment

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### Manufacturer(s):

WSK "PZL – Świdnik" S.A. (PZL Świdnik)

### Applicability:

PZL SW-4 helicopters, all serial numbers.

### Definitions:

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

**The ALS:** PZL SW-4 Instructions for Continued Airworthiness - Maintenance Manual (MM) AE 60.01.04.0 MM, Chapter 4 - Airworthiness Limitations (ALS) Revision 20 dated March 2021.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For PZL SW-4 helicopters operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

**New and/or more restrictive tasks and limitations:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.



**Reason:**

The airworthiness limitations for the PZL SW-4, which are approved by EASA, are currently defined and published in PZL Świdnik PZL SW-4 document AE 60.01.04.0 MM, Chapter 4 - Airworthiness Limitations. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2020-0275 to require accomplishment of maintenance tasks and replacement of life limited parts as described in PZL SW-4 document AE 60.01.04.0 MM, Chapter 4 - Airworthiness Limitations at Revision 17. Since that AD was issued, PZL Świdnik published the ALS, introducing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2020-0275, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

(1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to helicopter operation and depending on configuration:

(1.1) Replace each component before exceeding the applicable life limit; and

(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

**Corrective Action(s):**

(2) In case of finding any discrepancy during accomplishment of any action as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable PZL Świdnik maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy cannot be corrected by using existing PZL Świdnik instructions, before next flight, contact PZL Świdnik for approved instructions and accomplish those instructions accordingly.

**AMP Revision:**

(3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to helicopter operation and depending on configuration.



**Credit:**

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous issue of the ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to helicopter operation and depending on configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to helicopter operation and depending on configuration, into the AMP to comply with paragraph (3) of this AD.

**Recording AD Compliance:**

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

PZL Świdnik PZL SW-4 Instructions for Continued Airworthiness - document AE 60.01.04.0 MM, Chapter 4 - Airworthiness Limitations Revision 20 dated March 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 11 October 2021 as PAD 21-144 for consultation until 08 November 2021. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.



5. 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) 81 722 6140; E-mail: [PL-CustomerSupport.AW@leonardocompany.com](mailto:PL-CustomerSupport.AW@leonardocompany.com).

