

EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2014-0094</b></p> <p><b>Date: 22 April 2014</b></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 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><b>Design Approval Holder's Name:</b> WSK "PZL – KALISZ" S.A.</p>	<p><b>Type/Model designation(s):</b> ASz-62IR engines</p>
<p>TCDS Number: EASA E.140</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
<p><b>ATA 05</b></p>	<p><b>Time Limits and Maintenance Checks – Airworthiness Limitations – Amendment / Implementation</b></p>
<p>Manufacturer(s):</p>	<p>WSK "PZL – KALISZ" S.A.</p>
<p>Applicability:</p>	<p>ASz-62IR-16 and ASz-62IR-M18 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Antonov AN-2, De Havilland Canada (Viking) DHC-3 'Otter', Douglas DC-3 and C-47, PZL 'Mielec' M18 and PZL 'Warszawa-Okęcie' PZL-106 'Kruk' aeroplanes.</p> <p><b>Note:</b> The installation of these engines was either done by the respective <b>aeroplane manufacturer</b> or through modification of the aeroplane by Supplemental Type Certificate.</p>
<p>Reason:</p>	<p>The airworthiness limitations and maintenance requirements for the ASz-62IR engine type design are included in Operation Instructions for these engines, as published in Document (doc.) no WT-62.02.01, Chapter 4, and are approved by EASA.</p> <p>Revision no. 26 of the instructions introduces the new airworthiness limitations for engine accessories. In this revised document, the term "Allowed number of overhauls" is replaced with the term "Total service life", expressed in hours. The time between overhaul for accessories remains unchanged.</p> <p>Failure to comply with these new limitations could result in an unsafe condition.</p> <p>For the reason described above, this AD requires implementation of the new airworthiness limitations.</p>
<p>Effective Date:</p>	<p>06 May 2014</p>

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) From the effective date of this AD, accomplish the following actions, in accordance with the instructions as specified in WSK "PZL – KALISZ" S.A. Operation Instructions for ASz-62IR-16 and -M18 engines, (doc. no WT-62.02.01) Chapter 4: <ol style="list-style-type: none"> <li>(1.1.) Replace each component before exceeding the applicable life limit, and</li> <li>(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.</li> </ol> </li> <li>(2) Compliance with the requirements of paragraph (1) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(2.1) Revising, as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: <p>Incorporate all applicable maintenance tasks and associated airworthiness limitations included in WSK "PZL – KALISZ" S.A. Operation Instructions for ASz-62IR-16 and -M18 engines, (doc. no WT-62.02.01) Chapter 4,</p> <p>and</p> </li> <li>(2.2) Complying with the approved AMP described in paragraph (2.1) of this AD.</li> </ol> </li> </ol>
<p>Ref. Publications:</p>	<p>WSK "PZL – KALISZ" S.A. Operation Instructions for ASz-62IR-16 and -M18 engines (doc. no WT-62.02.01) Chapter 4, revision 26, approved by EASA on 20 February 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 18 March 2014 as PAD 14-051 for consultation until 15 April 2014. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:        WSK "PZL-KALISZ" S.A.        ul. Częstochowska 140, 62-800 Kalisz, Poland,        Telephone: +48 62 504 61 00; Fax: +48 62 503 24 33        E-mail: <a href="mailto:biurozdatnoscidolotu@wsk1.kalisz">biurozdatnoscidolotu@wsk1.kalisz</a>.</li> </ol>