

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0192</p> <p>Date: 23 August 2013</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>Design Approval Holder's Name: POWERJET S.A.</p>	<p>Type/Model designation(s): SaM146 engines</p>
TCDS Number:	EASA.E.034
Foreign AD:	Not applicable
Supersedure:	None
ATA 72	Engine – Accessory Gearbox Integrated Drive Generator Spur Gearshaft – Identification / Replacement
Manufacturer(s):	Powerjet S.A.
Applicability:	<p>SaM146-1S17 and SaM146-1S18 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Sukhoi RRJ-95B aeroplanes.</p>
Reason:	<p>An occurrence of integrated drive generator (IDG) spur gearshaft failure in the Accessory Gearbox (AGB) has been reported in service, causing an engine in-flight shutdown (IFSD). The results of the subsequent investigation determined that the IDG spur gearshaft failed due to a defect introduced by a rework process during original manufacture. The rework process was applied to a limited number of parts, which have been identified by serial number (s/n).</p> <p>This condition, if not corrected, could result in engine IFSD, increasing the risk of an emergency landing, possibly resulting in damage to the aeroplane and injury to occupants.</p> <p>To address this potential unsafe condition, Powerjet S.A. have issued Service Bulletin (SB) No. 72-0074, which identifies the affected IDG spur gearshafts that must be replaced with a serviceable part.</p> <p>For the reasons described above, this AD requires identification and removal from service of the affected IDG spur gearshaft.</p>
Effective Date:	06 September 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 250 flight hours after the effective date of this AD, identify the s/n of the IDG spur gearshaft, installed in Accessory Gearbox (AGB) Part Number (P/N) PJA2200G01 or P/N PJA2200G02, in accordance with the instructions of Powerjet S.A. SaM146 SB No. 72-0074.</p> <p>Note: At the time of delivery, the affected components were known to be installed in AGB s/n GM640037, GM640040 and GM640036, respectively, which were part of engine s/n 146141, 146144 and 146146, respectively.</p> <p>(2) If, during the identification as required by paragraph (1) of this AD, it is found that the s/n of the installed IDG spur gearshaft is GT002920, GT002923 or GT002928, before next flight, replace the affected IDG spur gearshaft with a serviceable part in accordance with the instructions of Powerjet S.A. SaM146 SB No. 72-0074.</p> <p>(3) From the effective date of this AD, do not install on any engine an IDG spur gearshaft having s/n GT002920, GT002923 or GT002928, and do not install an engine or AGB on an aeroplane, unless it has been determined that the IDG spur gearshaft installed on that engine or AGB has a s/n other than GT002920, GT002923 or GT002928.</p>
<p>Ref. Publications:</p>	<p>Powerjet S.A. SaM146 SB No. 72-0074 dated 5 August 2013.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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: PowerJet Customer Support Centre, Telephone: +33 1 64 14 81 46, Fax: +33 1 64 14 80 89, E-mail: powerjet.csc@sneema.fr.