



## Notification of a Proposal to cancel an Airworthiness Directive

**PAD No.:** 17-103-CN

**Issued:** 26 July 2017

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.  
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

POWERJET S.A.

**Type/Model designation(s):**

SaM146 engines

**Effective Date:** [TBD - standard: 14 days after AD-CN issue date]

**TCDS Number(s):** EASA.E.034

**Foreign AD:** Not Applicable

**Cancellation:** This Notice proposes to cancel EASA AD 2013-0192 dated 23 August 2013.

### **CANCELLED: ATA 72 – Engine – Accessory Gearbox Integrated Drive Generator Spur Gearshaft – Identification / Replacement**

**Manufacturer(s):**

Powerjet S.A.

**Applicability:**

SaM146-1S17 and SaM146-1S18 engines, all serial numbers.

These engines are known to be installed on, but not limited to, Sukhoi RRJ-95B aeroplanes.

**Reason:**

An occurrence was reported of failure of an integrated drive generator (IDG) spur gearshaft in the accessory gearbox (AGB), causing an engine in-flight shutdown (IFSD). Subsequent investigation revealed 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 were identified by serial number (s/n).

This condition, if not corrected, could result in an engine IFSD, increasing the risk of an emergency landing, possibly resulting in damage to the aeroplane and injury to occupants.



To address this potential unsafe condition, Powerjet S.A. issued Service Bulletin (SB) No. 72-0074, providing instructions to replace the affected IDG spur gearshafts with serviceable parts.

Consequently, EASA issued AD 2013-0192, requiring identification and removal from service of the affected IDG spur gearshafts.

Since that AD was issued, Powerjet S.A. provided evidence that all affected parts, s/n GT002920, GT002923 and GT002928, have been scrapped.

For the reasons described above, this Notice proposes to cancel AD 2013-0192.

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

None

**Ref. Publications:**

Powerjet S.A. SaM146 SB No. 72-0074 dated 5 August 2013.

**Remarks:**

1. This Proposed AD-CN will be closed for consultation on 23 August 2017.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD-CN, please contact: PowerJet Customer Support Centre,  
Telephone: +33 1 64 14 81 46, Fax: +33 1 64 14 80 89,  
E-mail: [powerjet.csc@safrangroup.com](mailto:powerjet.csc@safrangroup.com).

