



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-123**

**Issued: 21 August 2020**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance 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 issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 72 – Engine – Low Pressure Turbine – Inspection

### Manufacturer(s):

SAFRAN Aircraft Engines, formerly SNECMA; and UEC Saturn, formerly OAO NPO Saturn

### Applicability:

SaM146-1S17, SaM146-1S17C, SaM146-1S18 and SaM146-1S18C engines, all serial numbers up to s/n 146527 inclusive.

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

### Definitions:

For the purpose of this AD, the following definition applies:

**The SB:** PowerJet S.A. Service Bulletin (SB) 72-0241.

### Reason:

Incorrect assembly of a low pressure turbine (LPT) stage 3 disc was identified during borescope inspection of in-service engines, which is understood to have resulted from an incorrect mounting of the LPT stage 3 disc during module assembly.



This condition, if not detected and corrected, could lead to LPT stage 3 disc separation, possibly resulting in release of high energy debris, with consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, PowerJet S.A. published the SB to provide instructions for inspection of the LPT rotor assembly.

For the reason described above, this AD requires, for certain engines, a one-time inspection of the LPT rotor assembly and, depending on findings, accomplishment of corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Within 30 days after the effective date of this AD, inspect the LPT rotor assembly in accordance with the instructions of section 3 of the SB.

#### **Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, as applicable, any discrepancy, as identified in the SB, is detected, before next flight, remove the engine from service, contact PowerJet for approved corrective action instructions and, before release to service of the engine, accomplish those instructions accordingly.

#### **Credit:**

- (3) An engine for which, before the effective date of this AD, photographic evidence has been collected allowing to confirm that the LPT rotor assembly meets the acceptability criteria of the SB, as defined in this AD, is not affected by the inspection requirement of paragraph (1) of this AD.

#### **Engine Installation:**

- (4) From the effective date of this AD, it is allowed to install an engine on any aeroplane, provided the engine has been inspected as required by paragraph (1) of this AD and, depending on findings, corrective actions have been accomplished on that engine as required by paragraph (2) of this AD.

#### **Ref. Publications:**

PowerJet S.A. SB 72-0241 original issue dated 24 July 2020.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 18 September 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, 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).

