

**Interstate Aviation Committee  
Aviation Register**

**AIRWORTHINESS DIRECTIVE**

**June 05, 2012      No 2012-27-01**

**Applicability: RRJ-95B aircraft**

**State of Manufacturer – Russia**

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The corrective actions prescribed by this Airworthiness Directive, are mandatory. No persons may operate an aircraft to which this Airworthiness Directive applies, except in accordance with the requirements of this Airworthiness Directive,

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On 10.05.2012 during the approach of the aircraft RRJ-95B RA-89002 (S/N №95010) to the airport located in Perm and also on 02.06.2012 during the approach of the aircraft RRJ-95B RA-89001 (S/N 95008) to the airport located in Kazan the failures occurred related to wing slats system deployment. At FLAPS1 position of flaps and slats control lever, F/CTL SLATS LOCKED and F/CTL SLATS FAULT messages were displayed on ECAS. The aircraft landings were performed in accordance with AFM recommendation without flaps and slats being deployed.

In process of investigation and analysis of the troubles by the aircraft Manufacturer there were 2 mm, fixed displacement of tracks № 3, 5, 7 detected in the LH and RH webs assemblies lengthwise of the wing tips. The likely cause of the displacement is a manufacturing deviation during the slats assembly operation.

As per JSC Sukhoi Civil Aircraft information for the purpose of elimination of causes of the troubles, the aircraft Manufacturer takes design measures in production as well as in operation. In production, control will be tightened over installation of hinge fittings in the slat assembly riggings and the wing leading edge portion for the purpose of compliance with requirements of design documentation. The aircraft in operation will be upgraded in accordance with Service Bulletin.

Before the introduction of design measures

**IAC AR PROPOSES:**

1. Operators to perform the target inspections of tracks of the slat section № 2, 3, 4 for absence of marks from contact of protruding portions of the rack-to-track attachment bolts and the tracks themselves, as well as to perform checks of clearances between tracks and side stops according to engineering

solution of JSC Sukhoi Civil Aircraft №RRJ0000-OR-008-3331/A dated 04.06.2012.

2. Target inspection and checks to perform at the nearest W-check.
3. In case of detection of deviation during the activities performance, operator is necessary to address the Manufacturer.

Attachment:

1. Engineering Solution on continued airworthiness of the RRJ-95B aircraft №RRJ0000-OR-008-3331/A dated 04.06.2012

Aviation Register  
General Director

A. Donchenko