



**Interstate Aviation Committee
Aviation Register**

AIRWORTHINESS DIRECTIVE

February 07, 2013

No. 2013-32-01

Applicability – RRJ-95B aircraft

State of Manufacturer - Russia

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.

RRJ-95B aircraft operated by JSC AEROFLOT No. RA-89007 (s/n 95015) on 22nd January 2013 and No. RA-89009 (s/n 95017) on 19th January 2013 experienced failure to retract landing gear after take-off. Aircraft were returned to the airport of departure. Landings were performed in accordance with Aircraft Flight Manual recommendations. Aircraft No. RA-89007 accumulated 1505 flight hours, 989 landings. Aircraft No. RA-89009 accumulated 697 flight hours, 446 landings.

On both aircraft after take-off following switching of landing gear control lever into retracted position there was no indication of landing gear retracted position and there were CAS messages on EWD L/G GEAR FAULT, L/G GEAR NOT UNLOCKED, L/G DOOR NOT CLOSED.

Activities aimed to find causes of landing gear failure to retract were performed on both aircraft.

On aircraft No. RA-89009 non conformity of electrical scheme with actual numbering of contacts of 8-G323-j connector was revealed. The revealed deviation was eliminated by repair of 8-G323-j connector with changing of contact's connections.

On aircraft No. RA-89007 during inspection of electrical circuits was revealed deviation of integrity of electrical connection of electrohydraulic LGCHM module with landing gear control LGSCU module. The revealed deviation was eliminated by changing of electric wiring from electrohydraulic LGCHM module to landing gear control LGSCU module.

Based on review of landing gear extension-retraction system functioning performed by aircraft Manufacturer Sukhoi Civil Aircraft Company and system Manufacturer MESSIER-BUGATTI-DOWTY, corrective measures are being developed to eliminate deviations in system operation. Before realization of those measures based on "Technical

decision on continuing airworthiness of RRJ-95B aircraft No RRJ0000-OR-001-3894/A”, approved by Sukhoi Civil Aircraft Company on 06th February 2013

THE IAC AR PROPOSES:

1. For RRJ-95B aircraft operators to be guided by “Technical decision on continuing airworthiness of RRJ-95B aircraft No RRJ0000-OR-001-3894/A”, approved by Sukhoi Civil Aircraft Company on 06th February 2013.
2. To address all questions related with technical contents of this Airworthiness Directive to the aircraft Manufacturer Sukhoi Civil Aircraft Company.

Appendix:

1. “Technical decision on continuing airworthiness of RRJ-95B aircraft No RRJ0000-OR-001-3894/A”, approved by Sukhoi Civil Aircraft Company on 06th February 2013.
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IAC AR General Director

A.Donchenko