

“APPROVED BY”
Deputy Chief Designer for Operations
of Sukhoi Civil Aircraft Company



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November 27, 2018

DECISION No. RRJ0000-OR-470-2492

on continued airworthiness of RRJ-95 type aircraft in connection with the detection of nonconformities in the structural integrity of LH longitudinal beam p/n T7.92.1000.006.000.73 of the lower rear panel of the center wing

In connection with detecting a nonconformity of RRJ-95 A/C MSN 95083 in terms of finding a crack in the edge of LH longitudinal beam p/n T7.92.1000.006.000.73 of the lower rear panel of the center wing – the following shall be adopted:

DECISION:

1. During the nearest periodic maintenance which is a multiple of 750 flight hours, 100 days and a multiple thereof (whichever comes first) on RRJ-95 fleet, being guided by AMM Task 57-10-00-220-801 “Detailed inspection of the lower rear panel of the center wing around the mounting holes in the area of joint with the lower belt of rear spar”, to perform a one-time inspection of the edge of LH and RH longitudinal beams p/n T7.92.1000.006.000.73 of the lower rear panel of the center wing for damage.
2. The results of the work performed under p.1 shall be sent to the e-mail address of A/C Manufacturer Customercare@scac.ru.
3. In case of finding a nonconformity according to the results of work under p.1 - the procedure for further operations of A/C shall be determined on the basis of individual Decisions of the Aircraft Manufacturer.
4. According to the results of work under paragraphs 1-3, the subsequent inspections of the aircraft structure shall be carried out in accordance with the requirements of current technical documentation of A/C RRJ-95, unless otherwise indicated in an individual technical Decision of the Aircraft Manufacturer in accordance with p.3.

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5. Decision on changing of the requirements of AMM Section 04-12-00 “List of mandatory inspections of aircraft structure locations - description and work” regarding changes in the threshold and interval of “Detailed inspection of the skin of lower rear panel of the center wing in the area of longitudinal joint with the lower belt of rear spar” shall be adopted based on the results of data analysis under paragraph 2 hereof.