



EASA Decision not to adopt Russian Federation

AD 2020-FATA-01020A-03

AD 2020-FATA-01020A-04

AD 2020-FATA-01020A-15

AD 2021-FATA-01020A-01

EASA considerations, leading to the decision not to adopt Federal Air Transport Agency (FATA) AD 2020-FATA-01020A-03, AD 2020-FATA-01020A-04, AD 2020-FATA-01020A-15 and AD 2021-FATA-01020A-01.

The Russian Federation's FATA issued AD 2020-FATA-01020A-03 dated 28 February 2020, AD 2020-FATA-01020A-04 dated 11 March 2020, AD 2020-FATA-01020A-15 dated 31 December 2020 and AD 2021-FATA-01020A-01 dated 03 February 2021.

These ADs require repetitive inspections of the door arms of forward and aft entry and service doors and the Emergency Power Assist Systems (EPAS) of the doors.

FATA AD 2020-FATA-01020A-04 also requires deactivation of the EPAS on certain aeroplanes and FATA AD 2020-FATA-01020A-15 introduces an amendment of the manual operating procedures applicable to doors with inoperative / deactivated EPAS. AD 2021-FATA-0102A-01 is a follow-up of previously issued FATA ADs as listed above.

Following review, EASA decided not to allow operation of aeroplanes with all EPAS permanently de-activated. EASA is not convinced that the cabin crews would always be able to manually operate the door at the right speed needed to ensure proper opening of the door(s) and correct deployment of the evacuation slides. Additionally, had such a scenario been accepted, the efforts for updating the EASA-approved Operational Suitability Data documents, as well as their field-implementation, would not have been proportionate to the limited number of aeroplanes registered in EASA Member States.

EASA decided that high-frequency repetitive inspections of EPAS dampers, during an established compliance period for mandatory modification, reduces more effectively the airworthiness risk to which the aeroplane and its occupants are exposed and the consequent replacement of the EPAS dampers with dampers of an improved design (already EASA-approved) is the best solution to solve the unsafe condition. EASA published EASA AD 2021-0084 requiring actions which replace those detailed in above listed FATA ADs.

Based on these considerations, EASA have decided not to adopt FATA AD 2020-FATA-01020A-03, AD 2020-FATA-01020A-04, AD 2020-FATA-01020A-15 and AD 2021-FATA-0102A-01.

In case you need further information, please contact the Safety Information Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu.

Cologne, 19 March 2021
