



EASA Decision not to adopt FATA AD 2017-322-05

EASA considerations, leading to the decision not to adopt FATA AD 2017-2017-05

On 7 December 2017, the Federal Air Transport Agency (FATA) of the Russian Federation issued [AD 2017-322-05](#), applicable to Sukhoi Civil Aircraft JSC RRJ-95 aeroplanes.

That AD requires repetitive inspections of fuselage Frame (FR) 58, lower part, between stringers 23-24 and stringers 33-34 to detect cracks, and accomplishment of corrective action(s) in case of findings.

EASA has determined that the cracks at FR58 have resulted in local breakage of FR58 but not detachment or departing parts. In addition, with the standard inspections in place, such cracks would almost certainly be detected in time and repaired. Based on that information, it is considered extremely unlikely that cracking would remain undetected and uncorrected.

Finally, Sukhoi Civil Aircraft JSC issued Mandatory Service Bulletin RRJ-53-00408-БД, providing repair instructions as terminating action for the repetitive inspections to correct the cracking and prevent these from developing in the future for in-service aeroplanes. This has been embodied in serial aeroplanes through a modification and a new structural inspection for post-mod aeroplanes has been introduced in the AMM Issue 1 Revision 5.

Based on these considerations, EASA have decided not to adopt FATA AD 2017-322-05.

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

Original Signed
Cologne, 28 March 2019
