



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-006

Issued: 29 January 2021

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

SUKHOI CIVIL AIRCRAFT, JSC

Type/Model designation(s):

RRJ-95B aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.IM.A.176

Foreign AD: The Federal Air Transport Agency (FATA) of the Russian Federation AD 2020-FATA-01020A-03 dated 28 February 2020, AD 2020-FATA-0102A-04 dated 11 March 2020 and AD 2020-FATA-01020A-15 dated 31 December 2020.

Replacement: For affected aeroplanes operated under EU regulation, this AD replaces FATA State of Design AD 2020-FATA-0102A-03, AD 2020-FATA-0102A-04 and AD 2020-FATA-01020A-15, which are not adopted by EASA.

ATA 52 – Doors – Entry and Service Doors / Emergency Power Assist System – Operational Check / Inspection / Modification

Manufacturer(s):

Sukhoi Civil Aircraft (Sukhoi), Joint Stock Company (JSC)

Applicability:

RRJ-95B aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Door arms, having Part Number (P/N) A415406-001 Revision (Rev.) E, P/N A415406-003 Rev. E, P/N A415406-005 Rev. E and P/N A415406-006 Rev. E.

The modification SB: Sukhoi RRJ-95 Service Bulletin (SB) RRJ-52-00485-БД.



Groups: Group 1 aeroplanes are those that have an affected part installed. These are known to be RRJ-95 aeroplanes having manufacturer serial number 95007 through 95179 (inclusive), provided they remained in delivery configuration.

Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

Occurrences have been reported of incorrect operation of the door emergency sliding system on RRJ-95 aeroplanes, leading to incorrect emergency escape slide deployment. Subsequent investigation determined that insufficient dumping capability of the Emergency Power Assist System (EPAS) during the door opening resulted into twisting the emergency escape slide under the fuselage or positioning it into an inoperable position.

This condition, if not detected and corrected, could lead to failure to deploy the emergency escape slide when required, preventing rapid evacuation, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, FATA issued AD 2020-FATA-01020A-03, later superseded by AD 2020-FATA-01020A-04 and 2020-FATA-01020A-15, requiring repetitive inspections of the affected parts and the EPAS, and, on certain aeroplanes, deactivation of the EPAS. Based on the available information, EASA decided not to adopt FATA AD 2020-FATA-01020A-03, AD 2020-FATA-01020A-04 and 2020-FATA-01020A-15.

For the reason described above, this AD requires repetitive operational checks of the EPAS. This AD also requires modification of the EPAS.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Operational Check:

- (1) For Group 1 aeroplanes: Within 30 days after the effective date of this AD, unless already accomplished within 350 flight hours (FH) or 6 months before the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 350 FH or 6 months, whichever occurs first, accomplish an operational check of each EPAS of each entry door and service door. This can be accomplished in accordance with the instructions of Sukhoi RRJ-95 Aircraft Maintenance Manual (AMM) task 52-11-25-710-801 "Operational Test of the Damper of the EPAS of the Forward and Aft Entry Doors" and AMM task 52-12-25-710-801 "Operational Test of the Damper of the EPAS of the Forward and Aft Service Door".

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected on the EPAS damper, before next flight, replace the affected EPAS with a serviceable part in accordance with the applicable Sukhoi maintenance instructions. The replacement can be accomplished in accordance with the instructions of Sukhoi RRJ-95 AMM task 52-11-15-900-801 "Removal/Installation of the Entry Door Support Arm" and 52-12-15-900-801 "Removal/Installation of the Service Door Support Arm" or in accordance with the instructions of the modification SB.



Modification:

- (3) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, modify each affected part in accordance with the instructions of the modification SB.

Terminating Action:

- (4) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive operational checks as required by paragraph (1) of this AD for that aeroplane.
- (5) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive operational checks as required by paragraph (1) of this AD for that aeroplane.

Part Installation:

- (6) Do not install an affected part on any aeroplane as required by paragraph (6.1) or (6.2) of this AD, as applicable.
- (6.1) Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (5) of this AD.
- (6.2) Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Sukhoi RRJ-95 SB RRJ-52-00485-БД original issue dated 18 November 2020.

Sukhoi RRJ-95 AMM task 52-11-25-710-801 "Operational Test of the Damper of the EPAS of the Forward and Aft Entry Doors" dated 05 March 2020.

Sukhoi RRJ-95 AMM task 52-12-25-710-801 "Operational Test of the Damper of the EPAS of the Forward and Aft Service Door" dated 05 March 2020.

Sukhoi RRJ-95 AMM task 52-11-15-900-801 "Removal/Installation of the Entry Door Support Arm" dated 31 December 2019.

Sukhoi RRJ-95 AMM task 52-12-15-900-801 "Removal/Installation of the Service Door Support Arm" dated 28 June 2019.

Remarks:

1. This Proposed AD will be closed for consultation on 26 February 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other



than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Regional Aircraft – Branch of the Irkut Corporation - Public Company
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