



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-008

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: None

Supersedure: This AD supersedes EASA AD 2020-0047 dated 04 March 2020.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

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:

The ALS: Sukhoi RRJ-95B Maintenance Manual (MM) M7.92.0AMM.004.000.EN, Chapter 04 Airworthiness Limitations Section (ALS), Issue 01, Revision 05.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected RRJ-95B aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.



New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks and limitations for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for the Sukhoi RRJ-95B aeroplanes, which are approved by EASA, are currently defined and published in the Sukhoi RRJ-95B ALS document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2020-0047, requiring the actions described in Sukhoi RRJ-95B MM M7.92.0AMM.004.000.EN, Chapter 04 ALS, Issue 01, Revision 03.

Since that AD was issued, Sukhoi published the ALS, as defined in this AD, introducing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2020-0047, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable, depending on aeroplane configuration:
 - (1.1) Replace each component before exceeding the applicable life limit; and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Sukhoi maintenance documentation. If a detected discrepancy cannot be corrected by using existing Sukhoi instructions, before next flight, contact Sukhoi for EASA approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, maintenance tasks and associated thresholds and intervals described in the ALS, as applicable, depending on aeroplane configuration.



Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in the previous ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on aeroplane configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Sukhoi RRJ-95B MM M7.92.0AMM.004.000.EN, Chapter 04 ALS, Issue 01, Revision 05 dated 21 October 2020.

The use of later approved issues or revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

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, 26 bld. 5



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