



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-001R1

Issued: 14 February 2022

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:

IRKUT CORPORATION 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-08 dated 03 April 2020.

Replacement: For affected aeroplanes operated under EU regulations, this AD replaces AD 2020-FATA-01020A-08, which was not adopted by EASA.

ATA 53 – Fuselage – Supporting Struts Rod Ends at Frame 58 – Inspection

Manufacturer(s):

Irkut Corporation JSC, Regional Aircraft Branch (Previously Sukhoi Civil Aircraft Corporation).

Applicability:

RRJ-95B aeroplanes, all serial numbers.

Definitions:

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

Affected part: Supporting strut rod ends, having Part Number (P/N) T7.92.0671.230.000.70 and P/N T7.92.0671.255.000.70, left-hand and right-hand sides, installed at frame 58.

Serviceable part: A serviceable part is an affected part which is new (not previously installed) or a used part which has passed a torque check in accordance with Irkut RRJ-95 Aircraft Maintenance Manual (AMM) task 53-83-00-750-801 (which is included in Irkut RRJ-95 AMM Temporary Revision (TR) 53-010 AMM_EN) and has passed the inspection in accordance with Irkut RRJ-95 AMM task 53-83-00-220-802 before its removal from an aeroplane.



Reason:

Findings of fatigue fractures were reported in affected parts during laboratory testing of a specimen aeroplane. The cause of the part failure is still under investigation.

This condition, if not detected and corrected, could lead to stiffness degradation and failure of load carrying primary structures, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, FATA issued AD 2020-FATA-01020A-08, requiring repetitive detailed visual inspections (DVI) of the affected parts, as defined in this AD. Based on available information, EASA has decided not to adopt FATA AD 2020-FATA-01020A-08 but to require the same actions at different compliance times and reduced inspection intervals.

For the reason described above, this AD requires repetitive inspections of the affected parts and, depending on findings, accomplishment of approved corrective actions.

This PAD is republished to update and specify the serviceable part definition.

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

Required as indicated, unless accomplished previously:

Inspections:

- (1) Before exceeding the threshold and, thereafter, at intervals not to exceed the value as defined in Table 1 of this AD, as applicable, inspect each affected part for damage. Accomplishment of the inspection in accordance with the instructions of Irkut RRJ-95 AMM task 53-83-00-220-802 is an acceptable method to comply.

Table 1 – Initial and Repetitive Inspections

Threshold	Interval (whichever occurs first)
2 000 flight cycles (FC)	500 FC or 750 flight hours (FH)
4 000 FC	250 FC or 375 FH

Note 1: The FC indicated in column “Threshold” of Table 1 of this AD are those accumulated by an affected part since first installation on an aeroplane.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any damage is detected, before next flight, contact Irkut Corporation for replacement instructions, approved in accordance with EASA approved procedures.

Terminating Action:

- (3) Replacement of an affected part on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.



Part Installation:

- (4) From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided that it is a serviceable part, as defined in this AD, and it is installed in accordance with procedures approved by EASA and inspected as required by this AD.

Ref. Publications:

Irkut RRJ-95 AMM task 53-83-00-220-802 dated 26 November 2021.

Irkut RRJ-95 TR AMM task 53-010 AMM_EN dated 17 December 2021.

Remarks:

1. This Proposed AD will be closed for consultation on 28 February 2022.
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, Leninskaya Sloboda street, Moscow, 115280, Russia.
Telephone: +7 (495) 727 19 88, Fax: +7 (495) 727 19 83, Email: airworthiness@scac.ru.

