



RUSSIAN FEDERATION
MINISTRY OF TRANSPORT OF RUSSIAN FEDERATION
FEDERAL AIR TRANSPORT AGENCY

AIRWORTHINESS DIRECTIVE

11 March, 2020

№ 2020-FATA-01020A-04

Applicability – RRJ-95 aircraft

State of Design – Russian Federation

Corrective actions described herein are mandatory. No operator may operate an aircraft to which this AD applies, except in accordance with the requirements hereof.

Taking in consideration the results of the additional check of Emergency exit door/emergency escape slide system in accordance with Directive of Airworthiness №2020-FATA-01020A-03 dated 28.02.2020, the results of the investigation of the unserviceable damper performed at Aviation Register of RF, which demonstrated unpredictable degradation of its damping properties, and that the manual opening is the main method of opening a door in emergency, in order to ensure Continued Airworthiness of Aircraft RRJ-95

WE PROPOSE:

1. Switch off the Automatic Doors Opening System EPAS of A/C RRJ-95 with Factory numbers from 95007 till 95179 with Door arms p/n A415406-001 Rev.E, A415406-003 Rev. E, A415406-005 Rev. E and A415406-006 Rev. E for which purpose:

- Relief pressure from all the Entry/Service doors EPAS bottle with guidance of Task PЭ 12-15-52-860-801 “Nitrogen pressure relief from the Emergency Door opening mechanism bottle”;

- Check the open position stop mechanism of all the Entry/Service doors for serviceability with guidance of Task PЭ 52-10-00-220-801 “Detailed inspection of Entry/Service doors mechanism”;

- The Entry/Service doors with the non-operational automatic opening EPAS must be marked “DOOR OPENS MANUALLY”.

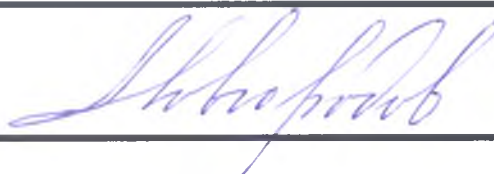
2. Continue flight operations of A/C RRJ-95 with Factory numbers from 95007 till 95179 with Door arms p/n A415406-001 Rev. E, A415406-003 Rev. E, A415406-005 Rev. E and A415406-006 Rev. E with switched off the Automatic Doors Opening System EPAS till introduction of SB RRJ-52-00485-БД.

3. Do not perform Directive of Airworthiness №2020-FATA-01020A-03 dated 28.02.2020 in A/C RRJ-95 with switched off the Automatic Doors Opening System EPAS.

4. This Directive comes to force from the moment of its signing.

Attachment: Technical Solution RRJ0000-OR-470-4159 dated 10.03.2020 on 2 sheets in one copy.

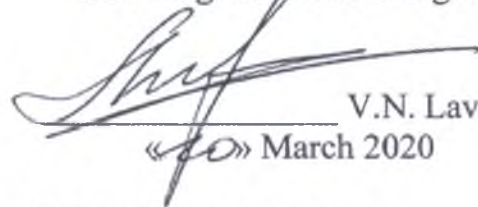
**Deputy Director
Federal Air Transport Agency**



A. Novgorodov

“APPROVE”

SSJ Program Chief Designer



V.N. Lavrov

«30» March 2020

TECHNICAL SOLUTION RRJ0000-OR-470-4159/A

On Continued Airworthiness of Aircraft RRJ-95 based on the results of Additional check of emergency exit door/emergency escape slide system

Taking in consideration the results of the additional check of emergency exit door/emergency escape slide system in accordance with Directive of Airworthiness №2020-FATA-01020A-03 dated 28.02.2020, and the following factors:

- The results of the investigation of the unserviceable damper performed at Aviation Register of RF, which demonstrated unpredictable degradation of its damping properties;
- The manual opening is the main method of opening a door in emergency. During the certification tests, capability of a door opening in normal, adverse and most unfavorable aeroplane positions was demonstrated in manual mode (simulation of EPAS failure).

The following solution is taken for Continued Airworthiness of Aircraft RRJ-95

SOLUTION:

1. Taking the A/C RRJ-95 with manufacturing serial numbers from 95007 till 95179 with door arms p/n A415406-001 Rev.E, A415406-003 Rev.E, A415406-005 Rev.E and A415406-006 Rev.E (independent of a damper serviceability) to the following configuration:
 - The open position stop mechanism of all the Entry/Service doors is serviceable (to be guided by Task PЭ 52-10-00-220-801 “Detailed inspection of Entry/Service doors mechanism”);
 - The pressure in EPAS bottles of all the Entry/Service doors must be absent (to be guided by Task PЭ 12-15-52-860-801 “Nitrogen pressure relief from the Emergency Door opening mechanism bottle”);
 - The Entry/Service doors with the non-operational automatic opening EPAS must be marked “DOOR OPENS MANUALLY”.
2. Allow flight operations of A/C with manufacturing serial numbers from 95007 till 95179 with door arms p/n A415406-001 Rev.E, A415406-003 Rev.E, A415406-005 Rev.E and A415406-006 Rev.E in the configuration referred in par.1 till introduction of SB RRJ-52-00485-БД.
3. This Technical Solution supersedes the Technical Solution RRJ0000-OR-470-4159.

AGREE:

Director of Type Certificate Department

P.A. Khizhnyak

Head of NIO –
Deputy Chief Designer on Airframe

K.A. Kolesov

Head of Oxygen and Emergency/Rescue Equipment Department D.V. Lychmanov