



ÚŘAD PRO CIVILNÍ LETECTVÍ  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2007-07-02**

Datum účinnosti: 21. srpna 2007

**EMBRAER**

modely EMB-145( ), EMB-135( )

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Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



## AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

### BRAZILIAN AIRWORTHINESS DIRECTIVE

**AD No.: 2007-07-02**

**Effective Date: 21 Aug. 2007**

The following Brazilian Airworthiness Directive (AD), issued by the Agência Nacional de Aviação Civil (ANAC) in accordance with provisions of Chapter IV, Title III of Código Brasileiro de Aeronáutica - Law No. 7,565 dated 19 December 1986 - and Regulamento Brasileiro de Homologação Aeronáutica (RBHA) 39, applies to all aircraft registered in the Registro Aeronáutico Brasileiro. No person may operate an aircraft to which this AD applies, unless it has previously complied with the requirements established herein.

#### **AD No. 2007-07-02 - EMBRAER - Amendment 39-1191.**

#### **APPLICABILITY:**

This Airworthiness Directive is applicable to all Embraer EMB-145() and EMB-135() aircraft models, of all serial numbers (S/N).

**NOTE:** This AD is not applicable to EMB-145LR aircraft model modified according to Brazilian Supplemental Type Certificate (CHST) Nos. 2002S06-09, 2002S06-10 and 2003S08-01.

#### **CANCELLATION/REVISION:**

Not Applicable.

#### **REASON:**

During aircraft full scale fatigue test, it has been found the occurrence of cracks in the cockpit windshield post lower eyelet fitting at the attachment of the center post on the forward fuselage (SSI 53-10-19). Further analysis of this cracking resulted in modifications on the aircraft Airworthiness Limitation Items (ALI), to include new inspection tasks and its respective intervals. Undetected fatigue cracking in this area could adversely affect the structural integrity of these airplanes.

Since this condition affects flight safety, a corrective action is required. Thus, sufficient reason exists to request compliance with this AD in the indicated time limit.

#### **REQUIRED ACTION:**

Updating of the aircraft approved maintenance program according to the Maintenance Review Board Report (MRBR) or Maintenance Planning Guide (MPG) as applicable.

#### **COMPLIANCE:**

Required as indicated below, unless already accomplished.

Within the next 90 days or before the aircraft reaches 21336 flight cycles (FC), whichever occurs first, after the effective date of this AD, modify the aircraft maintenance program to include the task SSI 53-10-19 presented in the Appendix 2 – Airworthiness Limitation Requirements and Section 4 – Structural Inspection Requirements, as shown in the Embraer MRB-145/1150 Temporary Revision 10-6, dated 08 May 2007, or Embraer MPG-1483 Revision 5, dated 22 Mar. 2007, as applicable, or further MRBR or MPG revisions approved by ANAC, with the interval stated in those documents.

Record compliance with this AD in the applicable maintenance log book.

#### **CONTACT:**

For additional technical information, contact:

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**APPROVAL:**

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Director-President

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**NOTE:** Original in Portuguese language signed and available in the files of the Aeronautical Products Certification Branch (GGCP) of the National Civil Aviation Agency (ANAC).