



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2004-01-07R2

Datum účinnosti: 22. prosince 2005

EMBRAER

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

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.

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 zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



SERVIÇO PÚBLICO FEDERAL

DEPARTAMENTO DE AVIAÇÃO CIVIL

BRAZILIAN AIRWORTHINESS DIRECTIVE

EFFECTIVE DATE:

22 Dec. 2005

AD No.:

2004-01-07R2

The following Airworthiness Directive (AD), issued by the Departamento de Aviação Civil (DAC) 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. 2004-01-07R2 - EMBRAER - Amendment 39-1105

APPLICABILITY:

This Airworthiness Directive is applicable to all Embraer EMB-145() and EMB-135() aircraft models in operation.

CANCELLATION / REVISION:

This AD cancels and supersedes the EAD No. 2004-01-07R1 - Amdt 39-1013, dated 26 Jan. 2004, and is being issued to remove the restriction of operating the aircraft without the access panel No. 312AR.

REASON:

It has been found one occurrence of a rudder jamming, caused by the separation of the rudder II (aft rudder) control rods from their terminals at their attachments. Since this condition may occur in other airplanes of the same type and affects flight safety, an immediate corrective action is required. Thus, sufficient reason exists to request compliance with this EAD in the indicated time limit without prior notice.

REQUIRED ACTION:

Inspection of the rudder II control rods.

COMPLIANCE:

Required as indicated below, unless already accomplished.

Within the next 100 flight hours or 10 calendar days after 26 Jan. 2004, the effective date of the original issue of this AD, whichever occurs first, perform a general visual inspection of the upper and lower rudder II control rods, to detect their general condition (including, but not limited to, corrosion pitting, cracking, looseness, deformity or structural damage) and inspect dimensionally the terminals attachment points for deformity. If any discrepancy exists or any measurements are out of tolerance, replace both control rods before next flight and perform a backlash check on the rudder control system.

NOTE: If necessary, a ferry flight is allowed to a base where the backlash check can be performed, provided that both control rods have been replaced.

The detailed instructions and procedures to accomplish this AD are described in the Embraer Alert Service Bulletins Nos. 145-27-A105 Rev. 01, and 145LEG-27-A015 Rev. 01, or further revisions approved by the CTA.

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

CONTACT:

For additional technical information, contact:

Centro Técnico Aeroespacial - CTA
Instituto de Fomento e Coordenação Industrial - IFI
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For acquisition, contact:

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Seção de Publicações do DAC (4GAB-4)
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APPROVAL:

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NOTE: Original in Portuguese language signed and available in the files of the Registro Geral de Aeronavegabilidade (RGA/TE-1/STE) of the Departamento de Aviação Civil.