



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
**Sekce technická**  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2005-04-02**

Datum účinnosti: 30. dubna 2005

**EMBRAER**

EMB-145 a 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 zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



SERVIÇO PÚBLICO FEDERAL  
DEPARTAMENTO DE AVIAÇÃO CIVIL

# BRAZILIAN AIRWORTHINESS DIRECTIVE

EFFECTIVE DATE

30 Apr. 2005

AD No.:

2005-04-02

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. 2005-04-02 - EMBRAER- Amendment 39-1074.**

### **APPLICABILITY:**

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

### **CANCELLATION / REVISION:**

Not applicable.

### **REASON:**

It has been found the occurrence of cases of loss of directional control of the aircraft on ground after an internal failure of the nose landing gear wheel steering system. All events took place after the pilot attempted to use the steering control hand wheel following the display of a caution message "STEER INOP" on the EICAS.

Since this condition may occur in other airplanes of the same type and 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:**

Modification on the steering system logic.

### **COMPLIANCE:**

Required as indicated below, unless already accomplished.

Within the next 6000 flight hours or 36 calendar months after the effective date of this AD, whichever occurs first, modify the logic of the nose landing gear wheel steering system in order to prevent its re-engagement at speeds above 25 knots after a failure is detected by the system monitors.

The detailed instructions and procedures to accomplish this AD are described in the Embraer Service Bulletins Nos. 145-32-0104, original issue, or 145LEG-32-0020, original issue, 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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Director of the Industrial Coordination and Fostering Institute  
CTA

**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.