


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No : 2007- 0193- E Date: 17 July 2007	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :	Type/Model designation(s) :	
EMBRAER	EMB-145 (-135)	
TCDS Number: EASA.IM.A.032		
Foreign AD: Not applicable		
Supersedure: Not applicable		
ATA N/A	Airplane Flight Manual – Emergency and Abnormal Procedures -- Amendment	
Manufacturer(s):	Embraer - Empresa Brasileira de Aeronáutica SA	
Applicability:	EMB-145 (-135) all models per EASA TCDS IM.A.032	
Reason:	<p>This AD is issued to require operators to follow a specific procedure if facing a LG/LEVER DISAGREE EICAS message.</p> <p>It was reported that the LG/LEVER DISAGREE EICAS message was displayed on approach after commanding the landing gear lever to DOWN and having three GREEN landing gear position indications. The crew decided to continue the approach and landing procedure. As soon as the crew identified that the landing gear was not extended properly, a go-around procedure was successfully performed. During manoeuvre, the airplane settled momentarily onto the flaps and belly.</p> <p>As corrective action, EMBRAER issued Operational Bulletin 145-001-07, enforcing the AFM procedure related to the LG/LEVER DISAGREE EICAS message. Prior to incorporation of this AD the ANAC and the EASA AFM procedures contain differences; therefore an EASA AFM revision needs to be incorporated.</p>	
Effective Date:	19 July 2007	

Compliance:	<p>1.) Before next flight, replace the Emergency Procedure LANDING GEAR/LEVER DISAGREE in the AFM Emergency and Abnormal Procedures Section 3 by the following procedure:</p> <p>LANDING GEAR/LEVER DISAGREE</p> <p>OR</p> <p>NOSE LANDING GEAR UP DOOR OPEN</p> <p>EICAS Message: LG/LEVER DISAGREE</p> <p style="padding-left: 40px;">NLG UP/DOOR OPN (some airplanes may have an indication light instead of the EICAS message)</p> <p>Confirm the message on EICAS, check landing gear indication and, even if Landing Gear Indication shows three green lights:</p> <p>AirspeedMAXIMUM 200 KIAS</p> <p>Landing GearCYCLE</p> <p>If the message persists:</p> <p style="padding-left: 40px;">In a retraction:</p> <p style="padding-left: 80px;">Landing GearDOWN</p> <p style="padding-left: 80px;">Airspeed.....MAXIMUM 250 KIAS</p> <p style="padding-left: 80px;">Land at the nearest suitable airport. Leave and avoid icing conditions.</p> <p style="padding-left: 40px;">In an extension:</p> <p style="padding-left: 80px;">ABNORMAL LANDING GEAR</p> <p style="padding-left: 80px;">EXTENSION ProcedureACCOMPLISH</p> <p><i>Note: This may be accomplished by inserting a copy of this EAD into the AFM.</i></p> <p>2.) Within the next 40 calendar days or 400 flight hours after the effective date of this AD, whichever occurs first, replace the inserted above mentioned procedure by incorporating EMBRAER AFM revisions -135/1541 Revision 6 or -135/1283 Revision 20 or -145/1154 Revision 66 as applicable into the AFM Emergency and Abnormal Procedures Section 3.</p>
Ref. Publications:	EMBRAER AFM revisions -135/1541 Revision 6 or -135/1283 Revision 20 or -145/1154 Revision 66 as applicable
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: EMBRAER Continued Airworthiness Group. E-mail: continued.airworthiness@embraer.com.br