



## AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

### BRAZILIAN AIRWORTHINESS DIRECTIVE

**AD No.: 2006-05-05R1**

**Effective Date: 25 Feb. 2008**

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. 2006-05-05R1 - EMBRAER - Amendment 39-1226.**

**APPLICABILITY:**

This Airworthiness Directive is applicable to all Embraer ERJ-170 aircraft models in operation, equipped with Air Data Smart Probes (ADSP) P/N 2015G2H2H-4(), 2015G2H2H-5(), 2015G2H2H-6() or 2015G2H2H-7().

**CANCELLATION / REVISION:**

This AD cancels and supersedes the AD No. 2006-05-05 original issue – Amdt 39-1134, dated 14 June 2006, and is being issued to present a terminating action for the repetitive inspections.

**REASON:**

It has been found the occurrence of moisture in the pneumatic passage between the pitot port and the pressure sensors in the ADSP. That moisture may freeze and block the sensors, causing erroneous information to the Air Data System.

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:**

Inspection of the pitot drain hole and removal of moisture in the ADSP pressure lines.

**COMPLIANCE:**

Required as indicated below, unless already accomplished.

- (a) Within the next 600 flight hours after 14 June 2006, the effective date of the original issue of this AD, and thereafter at intervals that do not exceeds 600 flight hours, carry out a detailed inspection (DET) on the four ADSPs drain hole and, if it is the case, remove the accumulated moisture.
- (b) The installation of ADSP P/N 2015G2H2H-8() in accordance with the procedures detailed in the Embraer Service Bulletin No. 170-34-0018 original issue, or further revisions approved by ANAC, constitutes terminal action to the repetitive inspections foreseen in the item (a) above.

**NOTE 1:** It is forbidden the reinstallation of ADSPs P/N 2015G2H2H-4(), 2015G2H2H-5(), 2015G2H2H-6() or 2015G2H2H-7() after installation of ADSPs P/N 2015G2H2H-8().

**NOTE 2:** For the purpose of this AD, a detailed inspection (DET) is: “An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate access procedures may be required.”

The detailed instructions and procedures to accomplish this AD are described in the Embraer Service Bulletins Nos. 170-34-0007 original issue, or 170-34-0018 original issue, as applicable, or in its respective further revisions approved by the ANAC.

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

**CONTACT:**

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**APPROVAL:**

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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 Agency of Civil Aviation (ANAC).