



## AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

### BRAZILIAN AIRWORTHINESS DIRECTIVE

**AD No.: 2009-07-01**

**Effective Date: 13 Jul. 2009**

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. 2009-07-01 - EMBRAER - Amendment 39-1274.**

**APPLICABILITY:**

This Airworthiness Directive (AD) applies to Embraer model ERJ 170-100 STD, ERJ 170-100 LR, ERJ 170-100 SU, ERJ 170-100 SE, ERJ 170-200 STD, ERJ 170-200 SU and ERJ 170-200 LR airplanes with serial number 17000002, 17000004 thru 17000013, and 17000015 thru 17000235.

**CANCELLATION / REVISION:**

Not applicable.

**REASON:**

It has been found the possibility of missing points of sealant application on the vapor barrier assembly in the wing stub rear box. In the event of fuel tank leak in this region associated with an unsealed vapor barrier assembly, migration of flammable vapors and fluids to middle electronic bay may occur, which then could lead to an uncontained fire event if the flammable vapors finds an ignition source.

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:**

Detailed Inspection (DET) of the vapor barrier assembly in the wing stub rear box.

**COMPLIANCE:**

Required as indicated below, unless already accomplished.

Within the next 6000 flight hours (FH) or 24 months after the effective date of this AD, whichever occurs first, carry out a detailed inspection (DET) of the vapor barrier assembly in the wing stub rear box for missing sealant on its gaps, voids and holes.

- (a) If the vapor barrier sealant is correctly applied, no further action is required.
- (b) If the vapor barrier sealant is missing, apply sealant into the applicable gaps, voids and holes before the next flight.

**NOTE:** 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 Bulletin No. 170-57-0036, original issue, or further revisions approved by the ANAC.

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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**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).