



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

BRAZILIAN EMERGENCY AIRWORTHINESS DIRECTIVE

EAD No.: 2015-01-01

Effective Date: January 5, 2015

The following Brazilian Emergency Airworthiness Directive (EAD), 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 da Aviação Civil (RBAC) 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.

EAD No. 2015-01-01 - EMBRAER / 39-1389.

APPLICABILITY:

(a) This Emergency Airworthiness Directive (EAD) applies to Embraer S.A. model EMB-505 airplanes identified as below.

Group 1 – Airplanes Serial numbers: 50500008, 50500009, 50500010, 50500016, 50500017, 50500025, 50500026, 50500029, 50500032, 50500042, 50500053, 50500059, 50500062, 50500063, 50500071, 50500079, 50500089, 50500092, 50500094, 50500096, 50500097, 50500118, 50500127 and 50500143.

Group 2 – Serial numbers: 50500004, 50500021, 50500023, 50500039, 50500058, 50500069, 50500088, 50500120, 50500173, 50500185 and 50500231.

CANCELLATION / REVISION:

This EAD supersedes EAD 2014-12-01 and is being issued to expand its applicability.

REASON:

This EAD results from a report of an incorrect installation of the wing leading edge anti-ice piccolo tube. This EAD is being issued to detect and correct an incorrect installation of the wing leading edge anti-ice piccolo tube, which could result in ice accretion on the wing leading edges and consequent loss of control of the airplane. Since this condition may exist 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 and correction of discrepancies in the installation of the piccolo tube of the left hand (LH) and right hand (RH) outboard wing leading edges.

COMPLIANCE:

Do the actions required by this EAD within the compliance times specified, unless the actions have already been done.

Inspection and corrective action

a) For the airplanes identified in the group 1 of this EAD: Within 10 flight hours or five days after December 29, 2014, the effective date of EAD 2014-12-01, whichever

occurs first, do a visual inspection on the piccolo tube of the LH and RH wing outboard leading edges for correct installation, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Embraer Alert Service Bulletin (ASB) 505-30-A003, revision 2, dated December 26, 2014.

b) For the airplanes identified in the group 2 of this EAD: Within 10 flight hours or five days after the effective date of this EAD, whichever occurs first, do a visual inspection on the piccolo tube of the LH and RH wing outboard leading edges for correct installation, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Embraer ASB 505-30-A003, revision 2, dated December 26, 2014.

Records Review

c) A review of airplane maintenance records is acceptable in lieu of the inspection required by paragraph (a) or (b) of this EAD, if the review determines conclusively that the LH and RH outboard wing leading edge and piccolo tube were never removed from the airplane.

Credit for previous actions

d) This paragraph provides credit for the actions specified in paragraphs (a), (b) and (c) of this EAD, if those actions were performed before the effective date of this EAD, using Embraer ASB 505-30-A003, basic issue, dated December 22, 2014; or Embraer ASB 505-30-A003, revision 01, dated December 23, 2014.

Material incorporated by reference

e) You must use Embraer ASB 505-30-A003, revision 2, dated December 26, 2014; or further revisions approved by the ANAC; to do the actions required by this EAD, unless the EAD specifies otherwise.

Alternative methods of compliance (AMOCs)

f) A different method or a different compliance time, with the requirements of this EAD, may be used if approved by the General Manager of the Aeronautical Product Certification Branch (Gerência-Geral de Certificação de Produtos Aeronáuticos – GGCP).

CONTACT:

For additional information, please contact:

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NOTE: Original in Portuguese language available in the files of the Aeronautical Products Certification Branch (GGCP) of the National Civil Aviation Agency (ANAC).