



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

BRAZILIAN AIRWORTHINESS DIRECTIVE

ERRATA

AD No: 2021-02-02

Effective Date: 26 Feb. 2021

AD No. 2021-02-02 - YABORÃ / 39-1478.

_This Errata is issued to correct printing errors in the original English version of this Airworthiness Directive.

Correction 1 of 7: Since Yaborã is the Type Certificate Holder for all the aircraft models listed in the applicability of the AD, the reference to Embraer in the manufacturer identification in the AD header was incorrect and thus removed. The text "... - YABORÃ/EMBRAER / 39-1478." was corrected to "... - YABORÃ / 39-1478.". The complete reference is as follows:

AD No. 2021-02-02 - YABORÃ / 39-1478.

Correction 2 of 7: Since Yaborã is the Type Certificate Holder for all the aircraft models listed in the applicability of the AD, the reference to Embraer in the APPLICABILITY section was incorrect and thus removed. The text "... Yaborã Indústria Aeronáutica S.A. / Embraer – Empresa Brasileira de Aeronáutica S.A. models..." was corrected to "...Yaborã Indústria Aeronáutica S.A. aircraft models...". The corrected text is as follows:

APPLICABILITY:

This Airworthiness Directive is applicable to Yaborã Indústria Aeronáutica S.A. aircraft models EMB-145, EMB-145ER, EMB-145EU, EMB-145EP, EMB-145LR, EMB-145MR, EMB-145LU, EMB-145MP, EMB-145MK, EMB-145XR, EMB-135BJ, EMB-135ER, EMB-135KE, EMB-135KL and EMB-135LR, all serial numbers.

Correction 3 of 7: The P/Ns listed as serviceable parts in NOTE 1, in the REQUIRED ACTION section, were incorrect. The text "... Arm (P/Ns 2309-2532-001 or 2309-2532-003) is one that..." was corrected to "... Arm (P/Ns 2309-2510-501, or 2309-2510-503, or 2309-2510-505) is one that...". The corrected text is as follows:

REQUIRED ACTION:

...

NOTE 1: A serviceable MLG Lower Side Arm (P/Ns 2309-2510-501, or 2309-2510-503, or 2309-2510-505) is one that has both grease fittings installed on the same side of the part (see Figure 1).

Correction 4 of 7: The reference to the Aircraft Maintenance Manual (AMM) in the COMPLIANCE section, paragraphs (a)(1)(i), (a)(1)(ii) and (a)(2)(i), was to a specific customized manual and thus incorrect. The reference was corrected to reflect all the applicable AMMs. The reference to the applicable procedure of the Component Maintenance Manual (CMM) was also added.

- In paragraph (a)(1)(i), the text "... (see NOTE 1), according to the instructions of the AMM (Aircraft Maintenance Manual), procedure MPP1124_32-10-03-04-1;" was corrected to "... (see NOTE 1). To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-GEAR MAIN BRACE STRUT - REMOVAL/INSTALLA-TION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary;".
- In paragraph (a)(1)(ii), the text "... Figure 1), according to the instructions of the AMM, procedure MPP1124_32-10-03-04-1." was corrected to "... Figure 1). To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-GEAR MAIN BRACE STRUT - REMOVAL/INSTALLA-TION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary.".
- In paragraph (a)(2)(i), the text "... flight direction), according to the instructions of the AMM, procedure MPP1124_32-10-03-04-1." was corrected to "... flight direction). To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-GEAR MAIN BRACE STRUT - REMOVAL/INSTALLA-TION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary.".

The corrected text to this requirement is as follows:

COMPLIANCE:

...

(a)...

1. ...

- i. If, during the inspection required by item (a)(1) above, it is found that the grease fittings are installed on opposite sides of the MLG Lower Side Arm (one grease fitting on one side and the other on the opposite side), before the next flight (see NOTE 2), replace the MLG Lower Side Arm by a serviceable part (see NOTE 1). To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-

GEAR MAIN BRACE STRUT - REMOVAL/INSTALLATION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary;

- ii. If, during the inspection required by item (a)(1) above, it is found that both grease fittings are facing opposite to the flight direction, before the next flight (see NOTE 2), remove the Lower Side Arm and re-install it on the correct position (both grease fittings facing the flight direction – see Figure 1). To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-GEAR MAIN BRACE STRUT - REMOVAL/INSTALLATION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary.

2. ...

...

- i. If, during the inspection required by item (a)(2) above, it is found that either of the Bearing's flanges is installed inverted (flange facing opposite to the flight direction), before the next flight (see NOTE 2), remove the Lower side Arm and re-install the affected Bearing in the correct position (flange facing the flight direction). To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-GEAR MAIN BRACE STRUT - REMOVAL/INSTALLATION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary.

Correction 5 of 7: The reference to the Aircraft Maintenance Manual (AMM) was missing in the COMPLIANCE section, paragraph (a)(3)(i), and was included. The text "... affected Bearing, according to the criteria/instructions of the CMM, procedure T.P. 145/1190_32-10-03." was corrected to "... affected Bearing. To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-GEAR MAIN BRACE STRUT - REMOVAL/INSTALLATION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary."

The corrected text to this requirement is as follows:

COMPLIANCE:

...

(a)...

1. ...

i. ...

ii. ...

2. ...

...

i. ...

3. ...

- i. If, during the inspection required by item (a)(3) above, it is found that has been migration of either of the Bearings, before the next flight (see NOTE 2), remove the Lower Side Arm and re-install or replace, as applicable, the affected Bearing. To comply with this paragraph, refer to procedure 32-10-03/400 (MAIN-LANDING-GEAR MAIN BRACE STRUT - REMOVAL/INSTALLATION) of the AMM applicable to the aircraft, and to the CMM (Component Maintenance Manual), procedure T.P. 145/1190_32-10-03, as necessary.

Correction 6 of 7: The Yaborã contact information in section **Manufacturer notification**, paragraph (c)(2), was incorrect and was updated. The corrected text to this requirement is as follows:

Manufacturer notification

(c)...

1. ...

2. Yaborã Indústria Aeronáutica S.A. / Embraer – Empresa Brasileira de Aeronáutica

S.A.

Fleet Performance & Reliability team

Embraer Services & Support

Avenida Brigadeiro Faria Lima, no 2170, Putim

CEP 12227-901 - São José do Campos - SP

Tel.: +55 (12) 3927-1000;

emails: fleet.performance@embraer.com.br; fleet.reliability@embraer.com.br

Correction 7 of 7: Since the AMM - MPP (Maintenance Practices and Procedures) is a customized manual, the reference to it in section **Material Incorporated by Reference in this AD**, paragraph (d), was removed. The subsequent paragraphs were renumbered as a consequence of this removal. The corrected text to this requirement is as follows:

Material Incorporated by Reference in this AD

~~(d) Embraer Aircraft Maintenance Manual (AMM), Maintenance Practices and Procedures, MPP1124_32-10-03-04-1, Revision 0, dated March 09, 2020, or later approved revisions.~~

(d) ELEB Component Maintenance Manual with Illustrated Parts List (CMM) – Main Side Strut, procedure T.P. 145/1190_32-10-03, Revision 16, dated November 29, 2019, or later approved revisions.

...

Please modify the original AD text and attach this Errata to it.

APPROVAL:

ROBERTO JOSÉ SILVEIRA HONORATO
Airworthiness Superintendent
ANAC

NOTE: Original in Portuguese language signed and available in the files of the Continuing Airworthiness Technical Branch (GTAC) of the Brazilian National Civil Aviation Agency (ANAC).

Referência: Processo nº 00066.023772/2020-15

SEI nº 5406284