


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No : 2007-0123</p> <p style="text-align: center;">Date: 04 May 2007</p>	
<p>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.</p>		
<p>Type Approval Holder's Name</p> <p>EMBRAER</p>	<p>Type/Model designation</p> <p>EMB-110 aircraft</p>	
<p>TCDS Number: Brazil (CTA) Nr. EA-7202</p>		
<p>Foreign AD: None</p>		
<p>Supersedure: This EASA AD supersedes CAA United Kingdom Additional AD 001-08-97</p>		
<p>ATA 34</p>	<p>Navigation – Attitude indicator – Modification/Addition</p>	
<p>Manufacturer(s):</p>	<p>Empresa Brasileira de Aeronáutica, S.A. (Embraer)</p>	
<p>Applicability:</p>	<p>Model EMB–110 aircraft, all variants, all serial numbers</p>	
<p>Reason:</p>	<p>As a result of a fatal UK accident on 24 May 1995 involving an Embraer EMB-110 “Bandeirante”, the UK AAIB issued Safety Recommendation 95-35 which recommended the fitment of a third artificial horizon, operated from an independent power supply and protected from voltage transients affecting the aircraft power supplies, for aircraft in the Public Transport Category with more than nine seats. (AAIB Aircraft Accident Report 2/96 refers). At the time the UK CAA reviewed the reliability of attitude indicator information on other aeroplanes with more than nine passenger seats, and concluded that specific action was only justified on the EMB-110.</p> <p>Although JAR-OPS 1.652 requires all aeroplanes with a maximum approved passenger seating configuration of more than nine seats, operating for the purposes of Commercial Air Transport in accordance with Instrument Flight Rules (IFR), to be equipped with a standby attitude indicator in addition to the attitude display required for each pilot, not all aeroplanes operating within Europe are operated in accordance with JAR-OPS 1. To ensure the continued safety of EMB-110 aeroplanes that are not subject to the provisions of JAR-OPS 1, this EASA AD requires the installation of a 3rd attitude indicator.</p>	

Effective Date:	18 May 2007
Compliance:	Within 24 months after the effective date of this directive, unless accomplished previously, modify the affected aircraft by installing a third attitude indicator on the main instrument panel in accordance with Embraer Service Bulletin 110-34-0084 Revision 1 or equivalent approved design.
Ref. Publications:	Embraer Service Bulletin 110-34-0084 Revision 1
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's) for this AD. 2. This AD was posted on 22 November 2005 as PAD 05-023 for consultation until 21 December 2005. The Comment Response Document (CRD) can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this Proposed Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any questions concerning the technical aspects of the requirements in this AD, please contact: Embraer – Empresa Brasileira De Aeronáutica S.A., Dept. Technical Publications, Av. Brig. Faria Lima, 2170 São José Dos Campos - Sp - 12227-901, Brasil; Fax: ++ 55 12 3927-7546 e-mail: distrib@embraer.com.br