Embraer EMB-120 (Brasilia) Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/EMB 120/15 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/EMB 120/15 Propeller Ground Operation - Limitations 13/2000 Amdt 1

Applicability: All model Embraer 120 series aircraft.

Requirement:

1. During ground operations do not operate propellers above 60% Np unless;
   a. Wind speed is less than 10 knots, or
   b. The aircraft is headed into the wind +/- 45 degrees.

Note: Monitor wind direction at run-up site.

2. Remove placard P/N 120-30915-001 from the cockpit instrument panel.
3. Install new placard P/N 120-61757-001 to cockpit instrument panel.
4. Develop a change to the aircraft approved System of Maintenance that includes the requirements of FAA AD 95-25-11 Amendment 39-9457, paragraph (d). CAR 42M and CAR 42P refer.

Note: FAA AD 95-25-11 refers.

Compliance: Unless previously accomplished, no later than 12 January 2001.

This Amendment becomes effective on 28 December 2000.

Background: The FAA has advised that high vibration stresses can develop in the propeller during ground running when tail or cross wind conditions are encountered and the propeller is operated at or near 73% of the nominal propeller revolutions.

This amendment to the Directive deletes reference to a CASA green page amendment to the aircraft flight manual (AFM). This requirement is no longer necessary because the manufacturer has revised the AFM to reflect the intent of the green page amendment.

The original issue of this Directive became effective 22 March 1996.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

13 November 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 22 November 2000.