Embraer EMB-120 (Brasilia) Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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-120/30 Aileron and Elevator Rotary Variable Inductive Transducer Bellcrank Inspection 10/2001 TX

Applicability: All EMB-120( ) models, serial numbers 120004, and 120006 through 120355 inclusive, modified in accordance with any revision of Embraer Service Bulletins (SB) 120-31-0039, 120-31-0040, 120-31-0041 or 120-31-0042.

Requirement: Perform a one-time inspection, in accordance with the procedures in Embraer Alert SB 120-31-A046, of the aileron and elevator rotary variable inductive transducer (RVIT) bellcrank to ensure they are properly assembled and that the bolt that attaches the bellcrank is properly torqued.

Note: DAC (Brazil) Emergency AD 2001-07-01 refers.

Compliance: Within 50 hours time in service from the effective date of this Directive.

This Airworthiness Directive becomes effective on 7 August 2001.

Background: The Brazilian Departamento de Aviação Civil (DAC) has received reports of aileron control range being limited due to interference between the aileron RVIT bellcrank and the head of the pin that attaches the RVIT support. The DAC has determined that similar interference may also occur with the elevator RVIT bellcrank limiting the range of elevator control.

This Directive requires a one-time inspection of both RVIT bellcrank assemblies to ensure the there is no interference which may limit either aileron or elevator travel.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

2 August 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 7 August 2001.