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 39.001(1) of CASR 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.

Embraer EMB-135 and EMB-145 Series Aeroplanes

AD/EMB-145/14 Main Landing Gear Trailing Arm 8/2008

Applicability: Models EMB-145 and EMB-135 aircraft, equipped with main landing gear part number 2309-2002-001, -002, -003, -004, -005, -006, -009, -010, -501, -502, -503, -504, -505, -506, -507, -508, -509, -510, -511, or -512; or part number 2309-3002-501, -502, -503, -504, -505, -506, -507, -508, -509, or -510, with a cardan assembly part number 2309-2041-003 installed.

Requirement:

1. Perform a detailed visual inspection of the main landing gear trailing arm for integrity of the sealant and damage at the trailing arm surface, in accordance with EMBRAER Service Bulletin (SB) No. 145-32-0091 original issue, or SB No. 145-32-0091 Revision 1, or later CTA/ANAC approved revision.

   If any sign of sealant failure or damage at the trailing arm surface is found, before further flight, replace the cardan assembly part number 2309-2041-003 with a part number 2309-2041-401 cardan assembly, and perform a detailed visual inspection of the internal surface of the pivot axle of the trailing arm for corrosion, and repair any damage of the trailing arm, as necessary, in accordance with the Component Maintenance Manual. If corrosion is found, replace pin part number 2309-2050-003 with a new part number 2309-2050-003 pin and apply corrosion protection to the pin, before further flight.

2. If no sign of sealant failure or damage at the trailing arm surface is found, repeat the Requirement 1 detailed visual inspection of the main landing gear trailing arm until replacement of the cardan assembly part number 2309-2041-003 with a part number 2309-2041-401 cardan assembly, and accomplishment of the detailed visual inspection of the internal surface of the pivot axle of the trailing arm for corrosion.

Note: Brazil CTA AD 2004-08-02 Amdt 39-1039 refers.

Compliance:

1. Unless already accomplished, before 31 August 2008.

2. At intervals not to exceed 5,500 flight hours or 24 months, whichever occurs first.

This Airworthiness Directive becomes effective on 31 July 2008.

Embraer EMB-135 and EMB-145 Series Aeroplanes

AD/EMB-145/14 (continued)

Background: A report was received of a fracture of the main landing gear trailing arm axle due to internal corrosion of the axle. This condition, unless detected and corrected, could result in a take-off or landing accident due to a disconnection between the shock absorber and the trailing arm.

David Villiers
Delegate of the Civil Aviation Safety Authority

18 June 2008