AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

BRAZILIAN EMERGENCY AIRWORTHINESS DIRECTIVE

EAD No.: 2014-06-02 **Effective Date: June 27, 2014**

The following Brazilian Emergency Airworthiness Directive (EAD), issued by the Agência Nacional de Aviação Civil (ANAC) in accordance with provisions of Chapter IV, Title III of Código Brasileiro de Aeronáutica - Law No. 7,565 dated 19 December 1986 - and Regulamento Brasileiro da Aviação Civil (RBAC) 39, applies to all aircraft registered in the Registro Aeronáutico Brasileiro. No person may operate an aircraft to which this AD applies, unless it has previously complied with the requirements established herein.

EAD No. 2014-06-02 - EMBRAER S.A / 39-1383.

APPLICABILITY: This Emergency Airworthiness Directive (EAD) applies to Embraer S.A. model ERJ 190-100STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-100 ECJ, ERJ 190-100 SR, ERJ 190-200STD, ERJ 190-200 LR, and ERJ 190-200 IGW airplanes; as identified in Group 1 and Group 2 of Embraer Alert Service Bulletin 190-54-A015, Revision 3, dated June 27, 2014, and 190LIN-54-A006, Revision 2, dated June 27, 2014, as applicable.

CANCELLATION / REVISION: Not applicable.

REASON: This EAD is prompted by a report indicating that the pylon lower link fitting assembly was found loose. The actions required in this EAD are intended to prevent the shear pins installed on the left hand (LH) and on the right (RH) pylon outboard and inboard fittings to get loose, which could lead to failure of one of these fittings and consequent separation of the engine from the wing. Since this condition may occur in other airplanes of the same type and affects flight safety, an immediate corrective action is required. Thus, sufficient reason exists to request compliance with this EAD in the indicated time limit without prior notice.

REQUIRED ACTION: To re-torque the inboard and outboard lower link fitting assembly on the LH and RH engine pylon. This EAD is considered an interim action. If final action is later identified, we might consider further rulemaking then.

COMPLIANCE: You are responsible for having the actions required by this EAD performed within the compliance times specified, unless the actions have already been done.

For airplanes identified in Embraer ASB 190-54-A015

Re-torque of the LH lower inboard and outboard link fitting -

(a) For Group 1 airplanes, as identified in Embraer ASB 190-54-A015, revision 3, dated June 27, 2014, that have incorporated Embraer Service Bulletin (SB) 190-54-0013: Within the applicable compliance time specified in paragraph E(1)(a), "Compliance", of Embraer ASB 190-54-A015, revision 3, dated June 27, 2014, after the effective date of this EAD, re-torque the LH lower inboard and outboard link fitting in accordance with Part I of the Accomplishment Instructions of Embraer ASB 190-54-A015, revision 3, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 600 flight cycles or 750 flight hours, whichever occurs first.

(b) For Group 2 airplanes, as identified in Embraer ASB 190-54-A015, revision 3, dated June 27, 2014: Within the applicable compliance time specified in paragraph E(1)(b), "Compliance", of

Embraer ASB 190-54-A015, revision 3, dated June 27, 2014, after the effective date of this EAD, re-torque the LH lower inboard and outboard link fitting in accordance with Part I of the Accomplishment Instructions of Embraer ASB 190-54-A015, revision 3, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 600 flight cycles or 750 flight hours, whichever occurs first.

Re-torque of the RH lower inboard and outboard link fitting

(c) For Group 1 airplanes, as identified in Embraer ASB 190-54-A015, revision 3, dated June 27, 2014, that have incorporated Embraer Service Bulletin (SB) 190-54-0013: Within the applicable compliance time specified in paragraph E(2)(a), "Compliance", of Embraer ASB 190-54-A015, revision 3, dated June 27, 2014, after the effective date of this EAD, re-torque the RH lower inboard and outboard link fitting in accordance with Part II of the Accomplishment Instructions of Embraer ASB 190-54-A015, revision 3, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 600 flight cycles or 750 flight hours, whichever occurs first.

(d) For Group 2 airplanes, as identified in Embraer ASB 190-54-A015, revision 3, dated June 27, 2014: Within the applicable compliance time specified in paragraph E(2)(b), "Compliance", of Embraer ASB 190-54-A015, revision 3, dated June 27, 2014, after the effective date of this EAD, re-torque the RH lower inboard and outboard link fitting in accordance with Part II of the Accomplishment Instructions of Embraer ASB 190-54-A015, revision 3, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 600 flight cycles or 750 flight hours, whichever occurs first.

For airplanes identified in Embraer ASB 190LIN-54-A006

Re-torque of the LH lower inboard and outboard link fitting

(e) For Group 1 airplanes, as identified in Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014, that have incorporated Embraer Service Bulletin (SB) 190LIN-54-0004: Within the applicable compliance time specified in paragraph E(1)(a), "Compliance", of Embraer 190LIN-54-A006, revision 2, dated June 27, 2014, after the effective date of this EAD, re-torque the LH lower inboard and outboard link fitting in accordance with Part I of the Accomplishment Instructions of Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 200 flight cycles or 750 flight hours, whichever occurs first.

(f) For Group 2 airplanes, as identified in Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014: Within the applicable compliance time specified in paragraph E(1)(b), "Compliance", of Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014, after the effective date of this EAD, re-torque the LH lower inboard and outboard link fitting in accordance with Part I of the Accomplishment Instructions of Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 200 flight cycles or 750 flight hours, whichever occurs first.

Re-torque of the RH lower inboard and outboard link fitting

(g) For Group 1 airplanes, as identified in Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014, that have incorporated Embraer Service Bulletin (SB) 190LIN-54-0004: Within the applicable compliance time specified in paragraph E(2)(a), "Compliance", of Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014, after the effective date of this EAD, re-torque the RH lower inboard and outboard link fitting in accordance with Part II of the Accomplishment Instructions of Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 200 flight cycles or 750 flight hours, whichever occurs first.

(h) For Group 2 airplanes, as identified in Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014: Within the applicable compliance time specified in paragraph E(2)(b), "Compliance", of Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014, after the

effective date of this EAD, re-torque the RH lower inboard and outboard link fitting in accordance with Part II of the Accomplishment Instructions of Embraer ASB 190LIN-54-A006, revision 2, dated June 27, 2014. Repeat the action required by this paragraph thereafter at intervals not to exceed 200 flight cycles or 750 flight hours, whichever occurs first.

Credit for previous actions

(i) This paragraph provides credit for the actions specified in paragraphs (a), (b), (c), (d), (e), (f) (g), and (h) of this EAD, if those actions were performed before the effective date of this EAD, using Embraer S.A. ASB 190-54-A015 or 190LIN-54-A006, as applicable.

Material Incorporated by Reference

(e) The Embraer ASB 190-54-A015, revision 3, dated June 27, 2014, and 190LIN-54-A006, revision 2, dated June 27, 2014, as applicable, or further revisions approved by the ANAC, must be used to do the actions required by this EAD, unless this EAD specifies otherwise.

Alternative methods of compliance (AMOCs)

(f) A different method or a different compliance time, with the requirements of this EAD, may be used if approved by the General Manager of the Aeronautical Product Certification Branch (Gerência-Geral de Certificação de Produtos Aeronáuticos – GGCP).

CONTACT: For additional information, please contact the ANAC-GGCP, 12246-870 - São José dos Campos - SP, Brazil, telephone: 55 (12) 3797-2521, Fax: 55 (12) 3797-2330, E-mail: pac@anac.gov.br.

APPROVAL:

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NOTE: Original in Portuguese language available in the files of the Aeronautical Products Certification Branch (GGCP) of the National Civil Aviation Agency (ANAC).