AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

BRAZILIAN AIRWORTHINESS DIRECTIVE

AD No.: 2010-06-02R1 **Effective Date: 25 Aug. 2010**

The following Brazilian Airworthiness Directive (AD), 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 de Homologação Aeronáutica (RBHA) 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.

AD No. 2010-06-02R1 - EMBRAER - Amendment 39-1311.

APPLICABILITY:

This Airworthiness Directive is applicable to Embraer Models ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-100 SR, ERJ 190-200 STD, ERJ 190-200 LR and ERJ 190-200 IGW airplanes with serial numbers 19000002, 19000004, 19000006 thru 19000108, 19000110 thru 19000139, 19000141 thru 19000157, 19000160, 19000165, 19000167 thru 19000176, 19000178 thru 19000199, 19000273 thru 19000276, 19000279 thru 19000286, 19000288 thru 19000295,19000297 thru 19000304, and 19000309.

CANCELLATION / REVISION:

This AD cancels and supersedes the AD No.2010-06-02 – Amdt 39-1299, dated 16 Jul. 2010, and is being issued to change its compliance paragraph.

REASON:

It has been found the occurrence of drill marks at the lower ring region of the rear pressure bulkhead between circumferential splice joint and rear skin located between stringers 12 and 13. These marks may result in formation of fatigue cracks accelerated by corrosion reducing the structural strength of the rear pressure bulkhead, which may cause a sudden decompression of the passenger cabin.

Since this condition may occur in other airplanes of the same type and affects flight safety, a corrective action is required. Thus, sufficient reason exists to request compliance with this AD in the indicated time limit.

REQUIRED ACTION:

Inspection and repair, if necessary, of drill marks at lower ring region of the rear pressure bulkhead, between circumferential splice joint and rear skin.

COMPLIANCE:

Required as indicated below, unless already accomplished.

Before the aircraft logs 20000 flight cycles (FC), carry out detailed visual inspection (DET) for signs of drill marks at the left (LH) and right (RH) lower ring region of the rear pressure bulkhead, between circumferential splice joint and rear skin between stringers 12 and 13. If drill marks are found repair then before the next flight.

NOTE: For the purpose of this AD, a detailed inspection (DET) is: "An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate access procedures may be required."

The detailed instructions and procedures to accomplish this AD are described in the Embraer Service Bulletin No.190-53-0042, original issue, or further revisions approved by the ANAC.

Record compliance with this AD in the applicable maintenance log book.

CONTACT:

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