



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL – BRAZIL

BRAZILIAN EMERGENCY AIRWORTHINESS DIRECTIVE

EAD No.: 2007-03-02

Effective Date: 16 Mar. 2007

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 de Homologação Aeronáutica (RBHA) 39, applies to all aircraft registered in the Registro Aeronáutico Brasileiro. No person may operate an aircraft to which this EAD applies, unless it has previously complied with the requirements established herein.

EAD No. 2007-03-02 - EMBRAER - Amendment 39-1177.

APPLICABILITY: This Emergency Airworthiness Directive (EAD) is applicable to all Embraer ERJ-190() aircraft models in operation.

CANCELLATION / REVISION: Not applicable.

REASON: It has been found the occurrence of two events of aircraft being dispatched and flown with the cargo door opened.

Since this condition may occur in other aircraft 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: Visual inspection of cargo doors prior to each departure; removal of the cover plate from the cargo door surround trim lining; rework of cargo doors surround trim liner; and inspection of fore and aft cargo doors lateral locking mechanism.

COMPLIANCE: Required as indicated below, unless already accomplished.

- (a) Beginning 24 hours after the effective date of this EAD, no aircraft may be dispatched for flight without a visual inspection before takeoff by a qualified person, to ensure that the fore and aft cargo doors are closed flush with fuselage skin, latched and locked, in accordance with approved Minimum Equipment List (MEL) procedures for cargo doors inoperative position indication, Chapter 52 “DOORS”, item 70-00.
 - (1) Definitions: For the purposes of this paragraph, a qualified person is defined as an individual who has received special training on cargo door latching, and, as listed below, shall be:
 - (i) A mechanic, or,
 - (ii) A flight crew member.
- (b) Within 10 days after the effective date of this EAD, perform the following actions on the fore and aft cargo doors:
 - (1) Remove and discard the cover plate from the door surround trim lining according to Embraer Alert Service Bulletin (ASB) No. 190-52-A018;
 - (2) Perform a detailed inspection (DET) for signs of interference of the door lock handle with the aft edge liner assembly:
 - (i) If any interference is found, rework the aft edge liner assembly according to Embraer Service Bulletin (SB) No. 190-50-0006 before further flight;
 - (ii) If no interference is found, rework the aft edge liner assembly according to Embraer SB No. 190-50-0006 within the next 150 flight cycles;

- (3) Remove the aft surround trim lining to perform a detailed inspection (DET) for signs of damage of the lateral roller fitting on the forward and aft cargo door frames at the fuselage according to Embraer ASB No. 190-52-A018:
- (i) If any damage is found, replace the lateral roller fitting with another one bearing the same part number (P/N) before further flight;
 - (ii) If no damage is found, no immediate corrective action is required.
- (c) At intervals that do not exceed 150 flight cycles from the effective date of this EAD, perform the inspections required by item (b)(3) above.
- (d) After accomplishing item (b) above, the visual inspection of item (a) above is no longer necessary.

NOTE 1: For the purpose of this EAD, 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.”

NOTE 2: This is considered to be an interim action until final action is identified, at which time the ANAC may consider further rulemaking.

The detailed instructions and procedures to accomplish this EAD are described in the Embraer SB Nos. 190-52-A018 original issue and 190-50-0006 original issue, or its further revisions approved by the ANAC. Record compliance with this EAD in the applicable maintenance log book.

CONTACT: For additional information, please contact the ANAC (CTA-IFI Building), 12228-901 - São José dos Campos-SP, Brazil, telephone: 55 (12) 3947-7319, Fax: 55 (12) 3941-4766, E-mail: pds@ifi.cta.br.

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

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