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 ERJ-170 Series Aeroplanes

AD/ERJ-170/6 Fuel Quantity Probe Harnesses 5/2007


Requirement: Carry out a detailed inspection of the four "Air Data Smart Probes" drain hole and remove the accumulated moisture in accordance with Embraer Service Bulletin 170-34-0007, original issue, dated 28 April 2005 or further revisions approved by the Brazilian Agência Nacional de Aviação Civil (ANAC).

Note 1: For the purpose of this Directive, a detailed inspection is defined as: "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: ANAC AD 2006-05-05 refers.

Compliance: Within the next 600 hours time in service (TIS) after the first issue of an Australian Certificate of Airworthiness, and thereafter, at intervals that do not exceeds 600 hours TIS.

This Airworthiness Directive becomes effective on 10 May 2007.

Background: The ANAC has received reports of moisture being found in the pneumatic passage between the pitot port and the pressure sensors in the Air Data Smart Probe. That moisture may freeze and block the sensors, causing erroneous information to the Air Data System.

Since this condition may affect the safety of the aeroplane, this Directive requires the repetitive inspection of the Air Data Smart Probe for moisture and, if necessary, the removal of any accumulated moisture.

Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

28 March 2007