

Sektion 2. Utlandstillverkad flygmateriel

<u>TITEL:</u>	Kontroll och åtgärder beträffande stabilisatorinfästning
<u>GÄLLER:</u>	Alla EMB 110 som har uppnått 5000 flygtimmar eller 2 år vilket som först inträffar.
<u>ÅTGÄRD:</u>	1) Kontrollera stabilisatorns infästningar för sprickor i enlighet med EMBRAER Service Bulletin 110-053-0022 rev 3 eller senare utgåva. 2) Byt stabilisatorns infästningsbeslag. 3) Kontrollera "utbytta" infästningsbeslag och inför proceduren i Maintenance Program.
<u>TID FÖR ÅTGÄRD:</u>	1) Inom 300 flygtimmar eller 2 månader, vilket som först inträffar i enlighet med bifogad kopia av CTA DDA Nr 84-04-01R6, räknat från detta LVD's utgivningsdatum. 2) Inom 900 flygtimmar eller 6 månader vilket som först inträffar efter förra inspektionen. 3) Inom 3600 flygtimmar eller 2 år vilket som först inträffar.
<u>UNDERLAG:</u>	CTA DDA Nr 84-04-01R6 eller senare utgåva. EMBRAER Service Bulletin 110-053-0022 rev 3 eller senare utgåva.
<u>REFERENS:</u>	CTA DDA Nr 84-04-01R6.
<u>UTGIVNINGS-DATUM:</u>	1991-12-12

LFS: 1991:32

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



MINISTÉRIO DA AERONÁUTICA
DEPARTAMENTO DE AVIAÇÃO CIVIL

DIRETRIZ DE AERONAVEGABILIDADE

EFETIVIDADE:

NOV 01, 1991

DA Nº

84-04-01R6

The following Airworthiness Directive (AD), developed by the Centro Técnico Aeroespacial (CTA) and issued by the Departamento de Aviação Civil (DAC) in accordance with provisions of Chapter IV, Title III of Código Brasileiro de Aeronáutica - Ministerial Decree NR 7,565 as of 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 NR 84-04-01R6 - EMBRAER - Amendment 39-687

APPLICABILITY:

This AD is applicable to all EMB-110 aircraft that have reached more than 5000 operating hours, or two years, whichever occurs first.

CANCELLATION/REVISION:

This AD supersedes AD 84-04-01R5 - Amendment 39-682, dated August 23, 1991.

This AD is being revised to correct accomplishment terms.

REASON:

Cracks were detected at the horizontal stabilizer support, P/N 110-1411-07-29 and, at the stabilizer to fuselage attaching fittings P/N 4A-3140-05/-15/-17/-18 installed in EMB-110 aircraft. P/N 110-1411-07-29 is a machined part attached to the frame 33, on which are installed the stabilizer front spar fittings. P/N 4A-3140-05/-15/-17/-18 are machined parts attached to the stabilizer rear spar, and they are installed at frame 36 by means of two connecting links. Cracks have started at the lugs bore and have propagated vertically. Crack propagation is upwards in the stabilizer support and downwards in the attaching fittings. A crack was also detected in the fittings P/N 4A-3140-05/-15/-17/-18 propagating vertically along the corner at the lug root.

Analysis has revealed that eyelets cracks were caused by stress corrosion and fillet contour cracks were caused by fatigue. The occurrence of these cracks can cause secondary cracks in the region and rupture of the attachment/fittings. This fact can affect the flight safety.

As this condition can exist or develop in all airplanes of the same type, and affect the flight safety, which requires immediate corrective action, sufficient reason exists to issue the following AD without prior notice.

REQUIRED ACTION:

Visual and/or dye penetrant inspections for cracks in the stabilizer attachment fittings and including/alteration of inspection intervals defined in the Maintenance Programs.

COMPLIANCE:

Compliance with this AD is required within the next 300 operating hours or two months, whichever occurs first. However, the previous 900 operating hours or six months terms, established in Revision 4 of this AD should not be exceeded.

According to the intervals above, carry out a visual and/or dye penetrant inspection of stabilizer attachment fittings for cracks due to stress corrosion and fatigue. Inspection for cracks should be carried out after corrosion has been removed.

If any crack is found, the fitting must be replaced before next flight.

Regardless if cracks have not been detected, replace the fittings listed in Table I, "Old P/N" column, EMBRAER SB 110-053-0022 Rev 3, per "Replacement P/N", before 900 operating hours or six months, whichever occurs first after the last inspection requested above.

Introduce in the Maintenance Program the following inspection intervals for the "Replacement P/N" fittings: 3600 operating hours or 2 years, whichever occurs first.

The procedures and specifications applicable for the accomplishment of this AD are covered by EMBRAER SB 110-053-0022 Rev 3, or later IFI/CTA approved revisions.

Make the proper log book entry that this AD has been complied with.

CONTACT:

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EFFECTIVE DATE:

This AD (NR 84-04-01R6 - Amdt 39-687) becomes effective on
NOV 01, 1991.

Original in Portuguese signed by:

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