Revision to Airplane Flight Manual: Limitations Section

(a) Within 24 hours after the effective date of this AD, revise the Limitations section of the FAA-approved Airplane Flight Manual (AFM) to include the following statements. This may be accomplished by inserting a copy of this AD into the AFM. Following accomplishment of paragraph (c) of this AD, the revisions required by this paragraph may be removed from the AFM.

“THE APU MUST BE OPERATIVE FOR EVERY DEPARTURE.

SINGLE BLEED OPERATION IN Icing CONDITIONS IS PROHIBITED.”

Revision to Airplane Flight Manual: Abnormal Procedures Section

(b) Within 24 hours after the effective date of this AD, replace the existing “ENGINE AIRSTART” procedure in the Abnormal Procedures section of the AFM with the following procedures. This may be accomplished by inserting a copy of this AD into the AFM.

“ENGINE AIRSTART

Affected engine:

One Electric Fuel Pump (A or B).

Ignition: AUTO

Start/Stop Selector: STOP

Engine Bleed: CLOSER

Thrust Lever: IDLE

Airspeed and Altitude: REFER TO AIRSTART ENVELOPE

Perform an assisted start or windmilling, as required.

CAUTION: IN Icing CONDITIONS USE CROSSBLEED START ONLY, TO AVOID LOSS OF ANTI-ICE SYSTEM PERFORMANCE.

Assisted Start:

Crossbleed Start:

N2 (operating engine).

Crossbleed: AUTO OR OPEN

Engine Bleed (operating engine).

APU bleed start:

APU: START

APU: OPEN

Crossbleed: AUTO

Engine Bleed (operating engine).

Start/Stop Selector: START, THEN RUN

Engine Indication: MONITOR

Check ITT and N2 rising. Observe limits. Check ignition and fuel flow indication at 10% N2.

Windmilling Start:

Airspeed: ABOVE 260 KIAS

Minimum N2: 12%

Start/Stop Selector: START, THEN RUN

ITT and N2: MONITOR

Note: Windmilling start will be slower than an assisted start. Windmilling start with N2 above 30% and increasing, the loss of altitude may be minimized, by reducing airspeed. Start will be faster if ITT is below 320°C.

After Start:

Affected Engine Bleed.

Crossbleed: AUTO

APU Bleed AS REQUIRED

Disconnection of the Precooler Differential Pressure Switches

(c) Within 100 flight hours after the effective date of this AD, disconnect the electrical connector from the precooler differential pressure switches in the left and right engine pylons, in accordance with EMBRAER Alert Service Bulletin No. 145–36–A018, dated April 14, 2000. Following accomplishment of this paragraph, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The disconnection of the precooler differential pressure switches shall be done in accordance with EMBRAER Alert Service Bulletin No. 145–36–A018, dated April 14, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 345—CEP 12.225, Sao Jose dos Campos—SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Brazilian airworthiness directive 2000–04–01R1, dated May 3, 2000.

Effective Date

(g) This amendment becomes effective on July 3, 2000.