



SAIB: NM-07-40

Date: July 9, 2007

SUBJ: Embraer EMB-135/145 Landing Gear Incident

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin alerts operators and Flight Standard District Office (FSDO) Principal Operations Inspectors (POI), Principal Maintenance Inspectors (PMI) and/or Principal Avionics Inspectors (PAI) of service difficulties and safety issues associated with the deployment of the **Embraer EMB-135/145** landing gear.

Background

An EMB-135 Flight crew reported that the LANDING GEAR/LEVER DISAGREE EICAS message was displayed on approach. However, the landing gear indications were green, indicating that all landing gear were locked in the down position. Considering the absence of other aural warnings and alerts normally generated during a gear up approach, the crew decided to continue the approach to landing. During the landing flare, the flaps and belly of the airplane made contact with the runway, at which time the flight crew initiated a go around. The go around was completed successfully and the landing gear was lowered using the electrical override system. During the second approach the flight crew reported receiving a FLAP FAIL EICAS message and an uneventful flaps up landing was performed. No injuries were reported, but the aircraft sustained damage to the inboard flaps trailing edge and the belly fairing as a consequence of the gear being retracted during the first landing attempt.

At this time, the airworthiness concern is under investigation, and the FAA has not yet determined whether an unsafe condition exists that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

The actions recommended below are intended to ensure safe landing gear extension in the event of a LANDING GEAR/LEVER DISAGREE EICAS message. Additional actions may be defined pending the investigation outcome.

Recommendations

If a flight crew receives a LANDING GEAR/LEVER DISAGREE EICAS message, they should follow the associated Airplane Flight Manual (AFM) procedure (reference attached Embraer Operational Bulletin 145-001/07, dated June 29, 2007), regardless of the landing gear position indications on the EICAS or RMU. If the EICAS message is received during final approach, a go-around should be considered to allow sufficient time to complete the AFM procedure at a safe altitude.

For Further Information Contact

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