

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0078 Date: 05 May 2011 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : Saab AB, Aeronautics	Type/Model designation(s) : SF340A and 340B aeroplanes
TCDS Number : EASA.A.068	
Foreign AD : Not applicable	
Supersedure : None	
ATA 27	Flight Controls – Elevator Pushrod Assembly – Identification / Inspection / Replacement
Manufacturer(s):	Saab AB, Aeronautics (formerly Saab Aerosystems).
Applicability:	Model SF340A and 340B aeroplanes, all serial numbers.
Reason:	Field experience has indicated that wear of the elevator pushrod has occurred on some aeroplanes after extended time in service. Although properly installed, the locknut has been able to back off within a limited range, leading to degradation of the pushrod which causes backlash in between the rod end threads. This condition, if not detected and corrected, may lead to a free elevator affecting the pitch control authority, possibly resulting in reduced control of the aeroplane. To address this unsafe condition, SAAB AB Aeronautics have issued Service Bulletin (SB) 340-27-100, accomplishment of which will reduce the probability for backlash and minimize the possibility of failure in the pitch control system. For the reasons described above, this AD requires the identification of the pushrod assembly Part Number (P/N) as installed on the aeroplane, replacement of P/N TDF11755 pushrod assemblies, inspection of P/N 12003-33 and P/N R20990 elevator pushrod assemblies and corrective actions, depending on findings.
Effective Date:	19 May 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the time period specified in Table 1 of this AD, as applicable, identify the P/N of each elevator pushrod assembly installed on the aeroplane. (1.1) If a P/N TDF11755 elevator pushrod assembly is installed, or if the P/N cannot be determined, before next flight, replace the affected elevator pushrod assembly with a P/N R20990 elevator pushrod assembly, in accordance with the instructions of SAAB SB 340-27-100. (1.2) If a P/N 12003-33 or P/N R20990 elevator pushrod assembly is installed, within the same period as specified in Table 1 of this AD, as applicable, visually inspect each elevator pushrod assembly in accordance with the instructions of SAAB SB 340-27-100. Table 1 – Inspection Compliance Time <table border="1" data-bbox="544 678 1414 1052"> <thead> <tr> <th>Flight Hours (FH) accumulated on the effective date of this AD:</th><th>Compliance Time</th></tr> </thead> <tbody> <tr> <td>More than 30 000 FH</td><td>Within 6 months after the effective date of this AD</td></tr> <tr> <td>28 000 FH or more, but less than 30 000 FH</td><td>Before accumulating 30 000 FH, or within 6 months, whichever occurs later after the effective date of this AD</td></tr> <tr> <td>Less than 28 000 FH</td><td>At a scheduled overhaul, before accumulating 30 000 FH</td></tr> </tbody> </table> (2) If, during the inspection as required by paragraph (1.2) of this AD, discrepancies are detected (as defined in SAAB SB 340-27-100), before next flight, replace the affected elevator pushrod assembly with a P/N R20990 elevator pushrod assembly, in accordance with the instructions of SAAB SB 340-27-100. (3) Within 30 days after the inspection and/or replacement as required by paragraph (1) or (2) of this AD, as applicable report all findings (including none) to SAAB. (4) From the effective date of this AD, do not install a P/N TDF11755 elevator pushrod assembly on any aeroplane.	Flight Hours (FH) accumulated on the effective date of this AD:	Compliance Time	More than 30 000 FH	Within 6 months after the effective date of this AD	28 000 FH or more, but less than 30 000 FH	Before accumulating 30 000 FH, or within 6 months, whichever occurs later after the effective date of this AD	Less than 28 000 FH	At a scheduled overhaul, before accumulating 30 000 FH
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Ref. Publications:	SAAB SB 340-27-100 original issue dated 01 February 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.								
Remarks :	- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. - This AD was posted on 04 April 2011 as PAD 11-036 for consultation until 02 May 2011. No comments were received during the consultation period. - Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. - For any question concerning the technical content of the requirements in this AD, please contact: Saab AB, Support and Services SE-581 88 Linköping, Sweden Fax: +46 13 184874 E-mail: saab340.techsupport@saabgroup.com.								