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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/SF340/9 Amdt 1 and issues the following 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.

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### SAAB SF340 Series Aeroplanes

**AD/SF340/9  
Amdt 2**

**Power Control Cable**

**24/2009**

**Applicability:** Model SAAB SF340A with power control cables P/No. C82146-1 and/or C82146-2 installed.

**Requirement:** Inspect power control cables in accordance with SAAB Alert Service Bulletin (SB) No. SF340-76A-024 Revision 2, or later approved revisions.

Installation of a modified cable in accordance with SAAB SB SF340-76-026, modification No. 1864, or later approved revisions, discontinues the need for the inspection contained in the requirement document.

*Note: Swedish AD No. 1-024 Rev. B refers, or later approved revisions.*

**Compliance:** Unless already accomplished, initially inspect in accordance with the requirement document and thereafter at intervals not exceeding 200 hours TIS unless modified in accordance with SAAB SB SF340-76-026, or later approved revisions.

This Amendment becomes effective on 28 January 2010.

**Background:** The manufacturer received reports of wear in the two-pin joint of the power control cable and its end pieces, resulting in enlargement of the pin holes which could cause the pins to shear. A possibility then exists for the power lever on the PCU to be unintentionally moved into the Beta Range when the power lever in the control quadrant is retarded to flight idle.

Amendment 1 was raised because field experience had shown that the original inspection criteria and intervals were not sufficient.

This amendment updates the revision status of the Swedish AD and includes terminating action for the inspection requirements contained in this AD.



William David  
Delegate of the Civil Aviation Safety Authority

25 November 2009