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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/SF340/41 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/SF340/41  
Amdt 1**

**Elevator and Aileron Coves**

**24/2009**

**Applicability:** Model SF340A with serial numbers -004 to -159 inclusive and Model 340B with serial numbers -160 to -260 inclusive.

**Requirement:** Action in accordance with SAAB Service Bulletin (SB) 340-51-012.

The use of later approved revisions of the Requirement document is acceptable for compliance with the requirements of this AD.

*Note: Swedish AD No. 1-060 Rev. A refers.*

**Compliance:** As specified in the Requirement document with the initial detailed inspection to be performed within 500 hours TIS after 3 February 1994, unless a permanent repair has been carried out in accordance with the Requirement document.

This Amendment becomes effective on 28 January 2010.

**Background:** A report was received of the elevators of an aircraft requiring more control force than normal. An investigation revealed that water ingress had occurred between the composite structure and the aluminium foil of the cove. The water froze causing contact between the aluminium foil and the elevator. This condition may ultimately lead to jamming of the control surface.

This amendment updates the revision status of the applicable Swedish AD and makes non-technical minor editorial changes to the contents, other than for a permanent repair requirement in the compliance section to ensure this AD remains applicable to those aircraft which may still be subject to repeat visual inspections every 800 flight hours.



William David  
Delegate of the Civil Aviation Safety Authority

30 November 2009