
AIRWORTHINESS DIRECTIVE

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/SF340/44 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.

SAAB SF340 Series Aeroplanes

AD/SF340/44
Amdt 1

Propeller Brake Valve

24/2009

Applicability: SF340A models with S/No's -004 to 159 inclusive and SF340B models with S/No's -160 and subsequent fitted with an operational propeller brake system.

Requirement: Action in accordance with Saab Aircraft AB Service Bulletin (SB) SAAB 340-61-032 Rev.1.

Incorporation of Saab Aircraft AB SB 340-61-33 is accepted as an alternative means of compliance with this AD and will remove the periodical inspection required.

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

Note: Swedish AD No. 1-064 Rev.1.

Compliance: Within 100 hours TIS from 15 September 1994. Thereafter, re-inspect at intervals not exceeding 100 hours TIS.

This Amendment becomes effective on 28 January 2010.

Background: The manufacture advised that application of the propeller brake may not prevent the propeller from turning if the hydraulic pump is turned off.

This amendment updates the revision status of the applicable Swedish AD, rearranges the contents and formalises the intent of the Swedish AD revision by presenting an alternative means of compliance that gives terminating action to this AD by removal of the inspection intervals. No changes have been made that affect the technical or certification requirements made in compliance with the previous issue of this AD.



William David
Delegate of the Civil Aviation Safety Authority

30 November 2009