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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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/SF340/86****Hydraulic Pump Electrical Wiring****13/2002**

**Applicability:** SF340A series aeroplanes with serial numbers 004 to 028 inclusive.

**Requirement:** Modify the hydraulic pump electrical wiring circuit in accordance with Saab Aircraft Mandatory Service Bulletin (SB) SAAB 340-29-021 Revision 02 dated 2 October 2002.

Prior modification in accordance with either SB SAAB 340-29-021 dated 15 May 2001 or Revision 01 dated 3 April 2002 is considered acceptable terminating action for this Directive.

*Note: LFV AD 1-179 R1 refers.*

**Compliance:** Before 2 October 2003.

This Airworthiness Directive becomes effective on 26 December 2002.

**Background:** A high initial current flow to the hydraulic pump may cause a momentary power bus voltage drop. The voltage drop could cause the left hand electronic flight information system (LH EFIS) screens to blank when the hydraulic pump initially starts to supply hydraulic power to the landing gear and/or flaps. This temporary loss of information on the LH EFIS screens increases pilot workload.

This Directive requires the modification of the hydraulic pump electrical wiring circuits to reduce the initial flow of current to the pump.



James Coyne  
Delegate of the Civil Aviation Safety Authority

18 November 2002