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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/SF340/87****Sealing Around Terminal Lugs on  
Fire Detectors****13/2002**

**Applicability:** Model SF340A aeroplanes, serial numbers (S/N) 004 through 159 inclusive and Model 340B aeroplanes, S/N 160 through 459 inclusive.

**Requirement:** Modify the Tailpipe Hot Detection harness in accordance with Saab Aircraft Mandatory Service Bulletin (SB) SAAB 340-26-030 dated 28 October 2002.

Prior modification in accordance with SB SAAB 340-26-018 dated 26 September 1997 and SB SAAB 340-26-029 dated 28 October 2002 is considered acceptable terminating action for this Directive.

*Note: LFV AD 1-184 refers.*

**Compliance:** Before 26 December 2003.

This Airworthiness Directive becomes effective on 26 December 2002.

**Background:** False warnings for the tail pipe hot detection system have been reported. This has led to delayed or aborted flights, and when airborne, engine in flight shut downs with a following diversion to the nearest airport. The false warnings are mainly caused by moisture ingress, corroded detectors, and chafed and broken wires for the tail pipe hot detection harness. This Directive requires the resealing of the tail pipe harness to improve moisture protection and strength of the harness.



James Coyne  
Delegate of the Civil Aviation Safety Authority

18 November 2002