
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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/SF340/102****Fuel Quantity Indication
System - Modification 3163****9/2007**

Applicability: SF340A and 340B aeroplanes.

Requirement:

1. If not previously accomplished, modify the fuel quantity indication system (FQIS) wiring by incorporating Modification 3163 in accordance with SAAB Service Bulletin SB-340-28-025 dated 26 February 2007 or later revision approved by the European Aviation Safety Agency (EASA).
2. Perform an operational and functional test of the fuel measuring indication system in accordance with SB-340-28-025 dated 26 February 2007 or later revision approved by the EASA.

Note: EASA AD 2007-0169 refers.

Compliance: For Requirement 1 - Within 72 months after the effective date of this Directive.

For Requirement 2 - Before further flight, after accomplishing the Requirement 1 modifications.

This Airworthiness Directive becomes effective on 30 August 2007.

Background: Subsequent to accidents involving Fuel Tank System explosions in flight (Boeing 747-131 flight TWA800) and on the ground, the United States Federal Aviation Administration (FAA) published Special Federal Aviation Regulation 88 (SFAR 88) in June 2001.

In their Letters referenced 04/00/02/07/01-L296 dated 4 March 2002 and 04/00/02/07/03-L024, dated 3 February 2003, the European Joint Aviation Authorities (JAA) recommended the application of a similar regulation to the European National Aviation Authorities (NAA).

Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7,500 pounds (3402 kg) or more, which have received their certification since 1 January 1958, were required to conduct a design review against explosion risks.

SAAB SF340 Series Aeroplanes

AD/SF340/102 (continued)

This Directive requires the modification of the FQIS signal conditioner 28 VDC wiring to ensure separation and is a consequence of the design review.

A handwritten signature in black ink, appearing to read 'David Punshon', is positioned above the printed name and title.

David Punshon
Delegate of the Civil Aviation Safety Authority

17 July 2007