Airworthiness Directive

AD No.: 2017-0144

Issued: 09 August 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
SAAB AB, AERONAUTICS

Type/Model designation(s):
SAAB 340 aeroplanes

Effective Date:	23 August 2017
TCDS Number(s):	EASA.A.068
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2015-0129 dated 06 July 2015.

ATA 30 – Ice and Rain Protection – Horizontal Stabilizer De-Icing Boots – Inspection / Replacement

Aircraft Flight Manual – Amendment

Manufacturer(s):
Saab AB, Aeronautics (formerly SAAB Aerosystems)

Applicability:
SAAB SF340A aeroplanes, serial numbers (s/n) 004 to 138 inclusive, if Saab modification (mod) 1462 has been embodied in production, or Saab Service Bulletin (SB) 340-55-008 has been embodied in service, except those that have also embodied Saab mod 1793 in production, or Saab SB 340-55-010 in service; and SF340A aeroplanes s/n 139 to 159 inclusive.

SAAB 340B aeroplanes, s/n 160 to 459 inclusive.

Reason:
Several occurrences were reported of rupture of the horizontal stabilizer de-icing boot in flight. In some of the reported events, the de-icing boot had formed a large open scoop.

This condition, if not detected and corrected, could lead to complete loss of the de-icing function within its associated zone and severe vibrations, possibly resulting in reduced control of the aeroplane.

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To address this potential unsafe condition, Saab AB, Aeronautics (hereafter referred to as “Saab” in this AD) issued Alert Operations Bulletin (AOB) No. 12 and AOB No. 23 as temporary measures, recommending to select Flaps 0 for landing in the event of a suspected rupture of the de-icing boot on the horizontal stabilizer. In addition, Saab issued SB 340-30-094 providing instructions for inspection of de-icing boots.

Consequently, EASA issued AD 2015-0129 to require amendment of the applicable Aircraft Flight Manual (AFM), repetitive inspections of the horizontal stabilizer de-icing boots and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Saab developed an improved de-icing boot, reinforced through double stitch lines, and issued SB 340-30-095 providing instructions for boot replacement.

For the reason described above, this AD retains the requirements of EASA AD 2015-0129, which is superseded, and requires replacement of single stitched de-icing boots, installed on the left-hand (LH) and right-hand (RH) horizontal stabilizer, with improved double stitched boots, and re-identification of the modified horizontal stabilizer leading edge.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Re-statement of the requirements of EASA AD 2015-0129:

AFM Amendment:

(1) Within 30 days after 20 July 2015 [the effective date of EASA AD 2015-0129], amend the applicable Saab 340 AFM to incorporate the revision stated in Appendix 1 of this AD, as applicable, inform all flight crews and, thereafter, operate the aeroplane accordingly.

Inspection(s):

(2) Within 400 flight hours (FH) or 6 months, whichever occurs first after 20 July 2015 [the effective date of EASA AD 2015-0129], and, thereafter, at intervals not to exceed 400 FH, accomplish a detailed inspection of the LH and RH horizontal stabilizer de-icing boots in accordance with the instructions of Saab SB 340-30-094.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (2) of this AD, any damage outside the limits as specified in Saab SB 340-30-094 is found, before next flight, repair or replace the affected horizontal stabilizer de-icing boot(s) in accordance with the instructions of Saab SB 340-30-094.

New requirements of this AD:

Modification:

(4) Within 18 months after the effective date of this AD, modify the aeroplane by replacing the single stitched de-icing boots installed on the LH and RH horizontal stabilizers with double stitched de-icing boots and re-identify the LH and RH horizontal stabilizer leading edge in accordance with the instructions of Saab SB 340-30-095.

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Terminating Action:

(5) Modification of an aeroplane as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane.

Prior to modification of an aeroplane as required by paragraph (4) of this AD, repair of single stitched horizontal stabilizer de-icing boots on an aeroplane, or replacement with single stitched de-icing boots, as required by paragraph (3) of this AD, does **not** constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane.

Ref. Publications:

Saab AOB No. 12 original issue dated 14 March 2014.

Saab AOB No. 23 original issue dated 14 March 2014.

Saab SB 340-30-094 original issue dated 27 March 2015.

Saab SB 340-30-095 original issue dated 03 April 2017.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 19 May 2017 as PAD 17-062 for consultation until 16 June 2017. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: Saab AB, Support and Services, SE-581 88 Linkoping, Sweden, E-mail: saab340.techsupport@saabgroup.com.

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Appendix 1 – AFM Changes

Model	**AFM Doc No.**	**AFM Revision** (see Note 3)	**Revision Date**
SF340A	340A 000	Revision 65	March 27, 2015
SF340A	340A 001	Revision 57	
SF340A	340A 003	Revision 37	
SF340A	340A 005	Revision 15 (see Note 1)	September 25, 2015
340B	340B 000	Revision 39	March 27, 2015
340B	340B 001	Revision 35	
340B	340B 003	Revision 29	
340B	340B 005	Revision 20 (see Note 2)	September 25, 2015
340B	340B 010	Revision 28	March 27, 2015
340B	340B 015	Revision 19 (see Note 2)	September 25, 2015

Note 1: Amending 340A 005 as required by paragraph (1) of this AD can also be accomplished by inserting a copy of AOB No. 23 into an earlier revision of the AFM.

Note 2: Amending 340B 005 and 340B 015 as required by paragraph (1) of this AD can also be accomplished by inserting a copy of AOB No. 12 into an earlier revision of the AFM.

Note 3: The use of later approved revisions than those listed in Appendix 1 of this AD is acceptable for compliance with the requirements of paragraph (1) of this AD.

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