Airworthiness Directive

AD No.: 2026-0139R1

Issued: 18 November 2026

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

SAAB AB

Type/Model designation(s):

SAAB SF340A and 340B aeroplanes

Effective Date: Revision 1: 25 November 2026
Original issue: 28 July 2026

TCDS Number(s): EASA.A.068

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2026-0139 dated 14 July 2026.

ATA 21 – Air Conditioning – Air Distribution / Air Recirculation Fans – Inspection(s)

Manufacturer(s):

Saab AB, formerly Saab AB – Support and Services, Saab Aeronautics, SAAB Aerosystems

Applicability:

SAAB SF340A aeroplanes manufacturer serial numbers (MSN) 004 through 159 (inclusive);

SAAB 340B aeroplanes MSN 160 through 459 (inclusive).

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Saab AB Service Bulletin (SB) SB340-21-063.

Affected part: Recirculation fan having Part Number (P/N) EVCTA465, P/N EVCTA465A or P/N EVCTA465B.

Serviceable part: An affected part that is either new (never installed) or has passed the inspection in accordance with the SB (with no findings or with all findings corrected), or a recirculation fan that is not affected part and is eligible for installation on an aeroplane in accordance with Saab AB instructions.

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Groups: Group 1 aeroplanes are those having an affected part installed. Group 2 aeroplanes are those which do not have an affected part installed.

Reason:

An occurrence was reported in which burn marks, caused by electrical arcing, were found on the negative power lead and positive terminal of a recirculation fan during inspection. Review of previous occurrences revealed cases of significant arcing damage and, in one case, an in-flight fire and cabin smoke event on a Saab 340A aeroplane, where the possible cause was traced to a failed recirculation fan assembly. Subsequent investigation determined that the electrical arcing could be attributed to chafing. Design review also determined that chafing and/or electrical arcing within the recirculation fan assembly may not trip the associated circuit breaker due to the short duration of the event. Additionally, the accessibility of the fan(s) installed beneath the cabin floorboards is limited.

This condition, if not detected and corrected, could result in undetected smoke and/or uncontrolled fire on the aeroplane.

To address this potentially unsafe condition, Saab AB issued the SB, referencing Safran Inspection Bulletin EVCTA465, and providing inspection instruction. Consequently, EASA issued AD 2026-0139 requiring inspection of each affected part and depending on finding(s), replacement. This AD requires also reporting of inspection results to Saab AB.

Since this AD was issued, Safran Ventilation Systems published Safran Inspection Service Bulletin (ISB) 465-21-103, replacing the Safran Inspection Bulletin EVCTA465 and introducing revised inspection instructions with more relaxed inspection criteria, reducing the likelihood of unnecessary rejections due to overly stringent inspection requirements.

This AD is revised to introduce Revision 1 of the Saab AB SB SB340-21-063 referencing Safran ISB 465-21-103.

This AD is considered to be an interim action, and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) For Group 1 aeroplanes: Within 6 months after 28 July 2026 [the effective date of this AD at original issue] inspect each affected part in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected on an affected part as defined in the SB, before next flight, replace that affected part with a serviceable part in accordance with approved Saab AB maintenance instructions.

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Parts Installation:

(3) For Group 1 and Group 2 aeroplanes: From 28 July 2026 [the effective date of this AD at original issue], it is allowed to install an affected part on an aeroplane provided that the part is a serviceable part (see Note 1 of this AD).

Note 1: Removing an affected part from an aeroplane and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered "install" as specified in paragraph (3) of this AD.

Additional Instructions:

(4) For Group 2 SF340A aeroplanes MSN 004 through 108 (inclusive) that, before 28 July 2026 [the effective date of this AD at original issue], have not been modified in accordance with the instructions of Saab AB SB 340-21-018:
From 28 July 2026 [the effective date of this AD at original issue], it is allowed to modify an aeroplane in accordance with the instructions of Saab AB SB 340-21-018 provided that, concurrently with that modification, the affected parts are inspected as required by paragraph (1) of this AD.

Reporting:

(5) Within 30 days after the inspection as required by paragraph (1) or (4) of this AD, as applicable, or after 28 July 2026 [the effective date of this AD at original issue], whichever occurs later, report the inspections results to Saab AB. The SB provides instructions which are acceptable to comply with this requirement.

Ref. Publications:

Saab AB SB 340-21-018 original issue dated 13 February 1987, or Revision 1 dated 18 August 1987, or Revision 2 dated 21 June 2000, or Revision 3 dated 22 March 2001.

Saab AB SB SB340-21-063 original issue dated 26 June 2026, or Revision 1 dated 05 November 2026.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, the original issue of this AD was posted on 14 July 2026 as Final AD with Request for Comments, postponing the public consultation process until 11 August 2026. No comments were received during the consultation period.

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

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety

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reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

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

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