



## Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 17-032**

**Issued: 16 March 2017**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

### Design Approval Holder's Name:

SAAB AB, AERONAUTICS

### Type/Model designation(s):

SAAB 340B aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.068

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 27 – Flight Controls – Stall Warning and Identification System / Stall Warning Computer – Modification / Replacement

#### Manufacturer(s):

SAAB AB, Aeronautics (formerly SAAB Aerosystems)

#### Applicability:

SAAB 340B aeroplanes, serial numbers (s/n) 362, 363, 385 and 405.

#### Reason:

A few natural stall events, specifically when operating in icing conditions, have been experienced on SAAB 340 series aeroplanes, without receiving a prior stall warning.

This condition, if not corrected, could result in loss of control of the aeroplane.

To address this potential unsafe condition, SAAB developed a modified stall warning system, incorporating improved stall warning logic, and issued various Service Bulletins (SB) providing instructions to replace the Stall Warning Computer (SWC) with a new SWC, and instructions to activate the new SWC. The new system includes stall warning curves optimized for operation in icing conditions, which are activated by selection of Engine Anti-Ice.



Consequently, EASA issued AD 2014-0218 to require installation and activation of the improved SWC. That AD excluded certain SAAB 340B aeroplanes by s/n.

Since EASA AD 2014-0218 was issued, SAAB developed a technical solution applicable for some of those previously excluded aeroplanes, and issued SB 340-27-117 and SB 340-27-118, providing instructions to modify and activate the new SWC.

For the reasons described above, this AD requires installation and activation of the improved SWC.

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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) Within 12 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of SAAB SB 340-27-117 and SB 340-27-118.

**Parts Installation:**

- (2) After modification of an aeroplane as required by this AD, do not install any SWC P/N 20AK5 or P/N 0020AK5 on that aeroplane.

**Ref. Publications:**

SAAB SB 340-27-117 original issue dated 23 January 2017.

SAAB SB 340-27-118 original issue dated 23 January 2017.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 13 April 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact: SAAB AB, Support and Services, SE-581 88 Linköping, Sweden, Fax: +46 13 184874, E-mail: [saab340.techsupport@saabgroup.com](mailto:saab340.techsupport@saabgroup.com).

