



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-166

Issued: 09 November 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

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

Type/Model designation(s):

SAAB SF340A and 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 32 – Landing Gear – Main Landing Gear Torque Arm Centre Pin – Replacement

Manufacturer(s):

SAAB AB (SAAB), formerly Saab Aircraft AB

Applicability:

SAAB SF340A and SAAB 340B aeroplanes, if equipped with a Main Landing Gear (MLG) having Part Number (P/N) AIR83022/20 or P/N AIR83064/7, and having a serial number as listed in Attachment 1 or 2 of the SB, as defined in this AD.

Definitions:

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

The SB: SAAB Service Bulletin (SB) 340-32-147.

Affected pin: Torque arm centre pins, having P/N AIR134762 and having batch number 17138, 21098 or 22863.

Serviceable pin: Any torque arm centre pin, eligible for installation, that is not an affected pin.



Groups: Group 1 aeroplanes are those that have an affected pin installed on the MLG.
Group 2 aeroplanes are those that do not have an affected pin installed on the MLG.

Reason:

During review of the documentation associated with a certain batch of torque arm centre pins, having P/N AIR134762, there was no evidence that the post machining stress relief or de-embrittlement post cadmium plating had been performed. Absence of these treatments could degrade the mechanical characteristics of the part.

This condition, if not corrected, could lead to failure of the torque arm centre pin and free swinging of the MLG, possibly resulting in loss of control of the aeroplane on ground, or loss of the MLG hydraulic braking function.

To address this potential unsafe condition, SAAB issued the SB, to provide instructions for replacement of the torque arm centre pin.

For the reason described above, this AD requires replacement of each affected pin, as defined in this AD.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Within 6 months after the effective date of this AD, replace each affected pin installed on the MLG with a serviceable pin in accordance with the instructions of the SB.

Part(s) Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install on any aeroplane an MLG with an affected pin.

Ref. Publications:

SAAB SB 340-32-147 original issue dated 28 September 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 07 December 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other



than those covered by the design to which this PAD 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.

4. 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,
E-mail: Saab340.techsupport@saabgroup.com.

