European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2022-0216R1

Issued: 01 February 2023

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 340 aeroplanes

Effective Date: Revision 1: 08 February 2022
Original issue: 16 November 2022

TCDS Number(s): EASA.A.068

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2022-0216 dated 02 November 2022.

ATA 27 – Flight Controls – Stall Warning / Identification System – Modification

Manufacturer(s):
SAAB AB (SAAB), formerly Saab Aircraft AB

Applicability:
SAAB SF340A and SAAB 340B aeroplanes, all serial numbers (s/n), except those that have SAAB modification number 2650 (Canada Ice Speed Configuration) embodied.

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

The SB: SAAB Service Bulletin (SB) 340-27-131, SB 340-27-132 or SB 340-27-134, as applicable.

Reason:
Following introduction of the ice speed function within the SAAB 340 stall warning system, a high number of events has been reported related to stall warnings upon landing. Investigation determined that the margin to stall warning is lower when ice speed is ON than with ice speed OFF.

This condition, if not corrected, could lead to inappropriate stall warnings during landing phase and possibly result in increased pilot workload.

To address this potential unsafe condition, SAAB issued SB 340-27-131 to provide instructions for modification of the stall warning/identification system, which introduces an ice speed cancel logic.

Consequently, EASA issued AD 2022-0216 to require the modification of the stall warning/identification system.

Since that AD was issued, it was determined that the instructions of SB 340-27-131 cannot be accomplished on aeroplanes s/n 362, 363, 385, 405 and 441. Consequently, SAAB issued two new Service Bulletins addressing those s/n.

For the reason described above, this AD is revised to include reference to SAAB SB 340-27-132 and SB 340-27-134.

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

Required as indicated, unless accomplished previously:

Modification:

Within 24 months after 16 November 2022 [the effective date of the original issue of this AD], modify the stall warning/identification system in accordance with the instructions of the SB.

Ref. Publications:

SAAB SB 340-27-131 original issue dated 12 September 2022.

SAAB SB 340-27-132 original issue dated 30 January 2023.

SAAB SB 340-27-134 original issue dated 30 January 2023.

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. The original issue of this AD was posted on 04 October 2022 as PAD 22-131 for consultation until 01 November 2022. 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. 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 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, Support and Services, SE-581 88 Linkoping, Sweden,
E-mail: Saab340.techsupport@saabgroup.com.