

SWEDISH AIRWORTHINESS DIRECTIVES

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS DIRECTIVE No: 1-013, Rev A

AIRCRAFT TYPE: SAAB-FAIRCHILD 340A

SERIAL No:s

AFFECTED: No 340A-004 thru -044

SUBJECT: Cabin fluorescent lighting system

BACKGROUND: One report of electrical arcing due to a wire shortage in the cove part assembly on the left hand side of the cabin has been received. This resulted in smoke entering the cabin during flight. BCA determined that there is no possibility for a cabin fire to develop and that the damage is unlikely to develop during service but rather is a result of manufacturing defect. SAAB-SCANIA suggested a one-time inspection on which BCA concurred and this inspection was to be performed not later than January 31, 1986, according to SAD 1-013.

Since then it has been noted that the Service Bulletin SF 340-33-013 does not cover accomplishment instructions if a damage is found. Therefore, the Service Bulletin has been revised to cater for this.

ACTIONS:

- A. If damage was not found at inspection in accordance with SAD 1-013, no further action is necessary.
- B. If damage was found at the inspection, it must be checked that the repair was performed in accordance with SB 340-33-013, Rev 2.

REFERENCE DOCUMENTS: SAAB SF 340 Service Bulletin No SF 340-33-013, Rev 2, 17 January, 1986

COMPLIANCE TIME: Not later than February 28, 1986

The actions contained in this directive and reference document(s) have been classified as mandatory for aircraft on Swedish register.

Norrköping 1986-01-31

Board of Civil Aviation
Flight Safety Department

LFS: 1986:6

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SAAB-FAIRCHILD

SF340

Service Bulletin

Transmittal Letter

This letter covers transmittal of the following revision to
SB SF340-33-013

SB SF340-33-013 Revision 2

This revision corrects ACCOMPLISHMENT INSTRUCTIONS, MATERIAL INFORMATION
and TOOLING

1. "NOTE" under paragraph 2 deleted.
2. Enter work performed in aircraft log paragraph 3 has been moved
to paragraph 9.
3. Access information for repair has been inserted as paragraph 4.
4. New wire repair information, if wire insulation damage is found,
has been inserted as paragraph 5 and deleted from paragraph 2.
5. Operational test has been inserted as paragraph 8.
6. Material information revised.

Complete Service Bulletin revised.

SB No. 33-013

Remove and destroy

Insert

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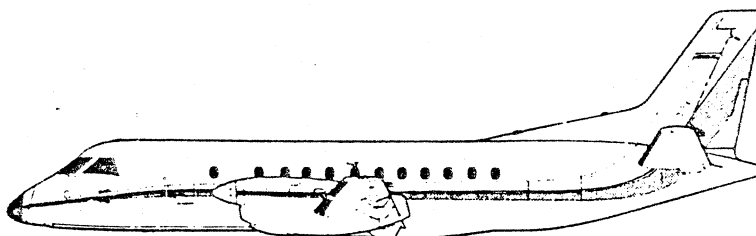
SAAB-FAIRCHILD
Product Support


Jan Jonsson

Date .1986-01-21..



SERVICE BULLETIN



Number: SF340-33-013
Date: 15 December 1985
Rev. 2, 17 January, 1986
Subject: CABIN FLUORESCENT LIGHTING -
VISUAL INSPECTION OF WIRING
Mod No 1377

The actions in this document
have been classified as

MANDATORY

for aircraft on Swedish Register.

Board of Civil Aviation Sweden
Flight Safety Department

Date Jan 17, 1986 *[Signature]* (Signed)

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ATA CHAPTER: 33

LIGHTS - CABIN FLUORESCENT LIGHTING -
VISUAL INSPECTION OF WIRING
Mod No 1347

1. PLANNING INFORMATION

A. EFFECTIVITY

Aircraft Mfg Serial No 340A-003 thru -044

B. REASON

An incident with smoke and arcing from the electrical wires for the fluorescent lighting has been reported.

C. DESCRIPTION

This Service Bulletin provides for visual inspection and if necessary repair of damage to the fluorescent lighting wires coming through holes in the kevlar panels.

D. COMPLIANCE

Required before Jan. 31, 1986, according to Swedish Airworthiness Directives SAD No 1-013 Rev. A.

E. APPROVAL

The technical content of this Service Bulletin is approved by the Swedish Board of Civil Aviation (BCA).

F. MANPOWER

3 manhours approximately.

G. MATERIAL

N/A

H. TOOLING

Only if repair is necessary.
Crimping tool AD1377 (for splice D436-37).
Hot Air tool AA400 Super Heater Mark II.

I. WEIGHT AND BALANCE

Not affected.

J. ELECTRICAL LOAD DATA

Not affected.

K. REFERENCE

N/A

L. PUBLICATIONS AFFECTED

N/A

2. ACCOMPLISHMENT INSTRUCTIONS

1. Ensure that the aircraft is safe for maintenance.

WARNING: The fluorescent lighting system is powered by high voltage and bodily harm can result if contact is made with an improperly insulated wire or terminal.

2. Visually inspect wires for damage at the holes in the kevlar panels. This is applicable for all places where the wires are coming through the kevlar panel and out to the lighting tubes. If damage is found, repair has to be performed before further flight using the following procedure.

3. Isolate electrical power. Reference AMM 24-00-00.
4. For access of damaged wire area use METAIR INTERIOR MANUAL, cove panel maintenance paractices chapter 25-22-35 and/or fluorescent lighting maintenance practices chapter 33-20-05.

NOTE: Only crimp sleeves P/N Raychem D436-37 are allowed for repair.
5. a) Remove damaged section of wire.

NOTE: Only Raychem P/N 44A0311-20-9 (or -8) wire is approved for use in the fluorescent lighting system, if the wires must be extended to repair a damaged wire.

b) Install Raychem P/N D436-37 butt splice and seal sleeve. Use tool AD1377 to crimp splice.

c) Secure wire harness as required.
6. Restore removed interior parts by use of METAIR INTERIOR MANUAL Chapter 25-22-35 and 33-20-05.
7. Restore electrical power Reference AMM 24-00-00.
8. Perform operational test of cabin fluorescent lighting system as follows:
 - a) Connect ground power Reference AMM 12-00-00 and set EXT PWR switch to ON.
 - b) On cabin attendant panel (C/A) set WINDOW/OVERHEAD light switch to ON and BRIGHT, verify proper function then also in DIM position. If any tube is found in bad condition replace faulty tube.
 - c) Restore all switches to OFF and NORMAL position. Disconnect GPU. Reference AMM 12-00-00.
9. Enter work performed in aircraft log.

3. MATERIAL INFORMATION

Designation	Mfg P/N	Qty	RMK
Splice	Raychem D436-37	AR	Local supply
Wire	Raychem 44A0311-20-9	AR	Local supply (high voltage type min 2500V)