


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0146R1</p> <p>Date: 16 April 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>Saab AB, Saab Aerosystems</p>		<p>Type/Model designation(s) :</p> <p>SF340A and 340B aeroplanes</p>
<p>TCDS Number : EASA.A.068</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA AD 2008-0146 dated 01 August 2008.</p>		
ATA 29		Hydraulic System – Hydraulic Accumulators – Replacement
<p>Manufacturer(s): Saab AB, Saab Aerosystems (formerly Saab Aircraft AB)</p>		
<p>Applicability: SF340A and 340B aeroplanes, all serial numbers, if hydraulic accumulators Part Number (P/N) 08 8423 001 1 or P/N 08 8423 030 1 are installed, except accumulators with serial numbers as listed in SAAB Service Bulletin (SB) 340-29-023.</p>		
<p>Reason:</p> <p>During 2008, two cases of main hydraulic accumulator failure were reported, one of which was caused by corrosion. Investigation has shown that a severe failure can occur to any of the four hydraulic accumulators which are installed in the hydraulic compartment. Either one of the two end parts on the accumulator may depart from the pressure vessel due to corrosion. This condition, if not corrected, is likely to degrade the functionality of the hydraulic system, possibly resulting in degradation or total loss of control of the landing gear, flap actuation and brakes. A severe failure during flight may even result in debris penetrating and exiting the fuselage outer skin. When such a failure occurs while the aeroplane is on the ground, as in the two reported cases, this may cause severe damage to the fuselage and result in injuries to persons nearby.</p> <p>Since AD 2008-0146 was issued, one more case of main hydraulic accumulator failure has been reported, which occurred in flight during final approach. The aeroplane was able to land safely and there were no injuries reported on the aeroplane or on the ground.</p> <p>To address and correct this unsafe condition, a modified hydraulic accumulator has been developed, which is sealed between the barrel and the screw cap and between the screw cap and the end cap.</p> <p>For the reasons described above, this EASA AD requires the replacement of the</p>		

	<p>affected hydraulic accumulators P/N 08 8423 001 1 and P/N 08 8423 030 1, as identified in Saab SB 340-29-023, with a modified hydraulic accumulator.</p> <p>This AD is revised to indicate that the accomplishment of SAAB SB 340-29-024 is another acceptable method to correct the unsafe condition.</p>						
Effective Date:	15 August 2008						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Replace hydraulic accumulators P/N 08 8423 001 1 and P/N 08 8423 030 1 (except those with serial numbers as listed in SAAB SB 340-29-023) with a new or modified accumulator at the time indicated in Table 1 of this AD, in accordance with the instructions of Saab SB 340-29-023.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Accumulator Manufacturing Date:</th> <th>Compliance Time:</th> </tr> </thead> <tbody> <tr> <td>June 2000 or earlier</td> <td>Within 24 months after the effective date of this AD</td> </tr> <tr> <td>July 2000 or later</td> <td>Within 10 years from the manufacturing date or within 24 months after the effective date of this AD, whichever occurs later</td> </tr> </tbody> </table> <p>(2) After 15 August 2010, do not install a hydraulic accumulator having P/N 08 8423 001 1 or P/N 08 8423 030 1 on any aeroplane, except those with serial numbers as listed in SAAB SB 340-29-023.</p> <p>(3) Replacement of a hydraulic accumulator having P/N 08 8423 001 1 or P/N 08 8423 030 1 in accordance with the instructions of SAAB SB-340-29-024 Revision 01 is an acceptable method to comply with the requirements of paragraph (1) of this AD.</p>	Accumulator Manufacturing Date:	Compliance Time:	June 2000 or earlier	Within 24 months after the effective date of this AD	July 2000 or later	Within 10 years from the manufacturing date or within 24 months after the effective date of this AD, whichever occurs later
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Ref. Publications:	<p>SAAB SB-340-29-023 dated 10 June 2008, or Revision 01 dated 03 April 2009.</p> <p>SAAB SB-340-29-024 Revision 01 dated 03 April 2009.</p> <p>The use of later approved revision of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks :	<ol style="list-style-type: none"> 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 30 June 2008 as PAD 08-077 for consultation until 28 July 2008. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Saab AB, Saab Aerosystems, Bröderna Ugglas gata, SE-581 88 Linköping, Sweden Telephone: +46 13 185591, Fax: +46 13 184874 E-mail: technical.support@sat.saabgroup.com 						