EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0254 **Date: 18 October 2013** 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
SAAB AB, Aeronautics	SF340A and 340B aeroplanes

TCDS Number:	A.068
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2011-0219 dated 11 November 2011.

ATA 27	**Flight Controls – Stall Warning / Identification System / Ice Speed Curves – Deactivation**
Manufacturer(s):	SAAB AB, Aeronautics (formerly SAAB Aerosystems).
Applicability:	Model SF340A aeroplanes serial numbers (s/n) 004 through 159 inclusive, and Model 340B aeroplanes s/n 160 through 459 inclusive, except aeroplanes modified in accordance with SAAB AB modification (mod.) No. 2650 and/or mod. No.2859. Note: This AD does not apply to aeroplanes with s/n 170, 342, 362, 363, 367, 372, 379, 385, 395, 405, 409, 431 and 455.
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 Service Bulletin (SB) 340-27-098 and SB 340-27-099, which include instructions to replace the present 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 2011-0219 to require installation of the improved SWC on Saab 340 aeroplanes. Since that AD was issued, in-service experience with the improved stall warning system revealed cases of premature stall warning activation during the

	take-off phase. In numerous recorded cases, the onset of stall warning occurred without the 6 minute delay after weight off wheels. This condition, if not corrected, could lead to premature stick shaker activation and consequent increase in pilot workload during the take-off phase, possibly resulting in reduced control of the aeroplane. To address this potential unsafe condition, SAAB AB issued SB 340-27-116 to provide instructions for temporary deactivation of the stall warning system ice speed curves for aeroplanes modified in accordance with SAAB SB 340-27-098 or SB 340-27-099. The ice speed curves are intended to activate stall warning shaker only. The trigger level for stall identification (pusher) remains unchanged. For the reasons described above, this AD partially retains the requirements of EASA AD 2011-0219, which is superseded, and requires, for aeroplanes that have already installed the new SWC, deactivation of the ice speed curves. For aeroplanes that do not yet have the new SWC installed, only the provisions for this installation must be installed. Pending the investigation to determine the reason for the too early activation, no permanent action regarding SWC replacement is defined. This AD is considered to be an interim measure and further AD action may follow.
Effective Date:	25 October 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: **Requirement retained from EASA AD 2011-0219**: (1) Within 3 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of SAAB SB 340-27-097 (SAAB mod 3311). **New requirements of this AD**: (2) Within 30 days after the effective date of this AD, accomplish the following actions, as applicable to aeroplane configuration, in accordance with the instructions of SAAB SB 340-27-116: (2.1) For aeroplanes with basic wing tip that have been modified in accordance with SAAB SB 340-27-098, deactivate the stall speed curves in the SWC part number (P/N) 0020AK6. (2.2) For aeroplanes with extended wing tip that have been modified in accordance with SAAB SB 340-27-099, deactivate the stall speed curves in the SWC P/N 0020AK7. (3) After modification of an aeroplane as required by paragraph (2.1) or (2.2) of this AD, as applicable, do not install any SWC P/N 0020AK, or P/N 0020AK1, or P/N 0020AK2, or P/N 0020AK4, or P/N 0020AK3 MOD 1 on that aeroplane. (4) Aeroplanes modified in accordance with SAAB AB SB 340-27-097 (SAAB mod 3311) **and** not modified in accordance with SAAB AB SB 340-27-098 or SB 340-27-099, as applicable, are not affected by requirements of paragraph (2) of this AD.
Ref. Publications:	SAAB SB 340-27-097 original issue dated 01 September 2011, or Revision 01 dated 26 September 2011, or Revision 02 dated 07 October 2011, SAAB SB 340-27-098 original issue dated 01 September 2011, SAAB SB 340-27-099 original issue dated 01 September 2011, SAAB SB 340-27-116 original issue dated 18 October 2013. The use of later approved revisions of these 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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, Support and Services SE-581 88 Linköping, Sweden Fax: +46 13 184874 E-mail: saab340.techsupport@saabgroup.com.