


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-145</b></p> <p><b>Date: 19 September 2013</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
<b>Design Approval Holder's Name:</b> SAAB AB, Aeronautics	<b>Type/Model designation(s):</b> 340B aeroplanes
TCDS Number: EASA.A.068	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2012-0256 dated 03 December 2012.	
<b>ATA 27</b>	<b>Flight Controls – Stall Warning/Identification System Stick Pusher Rigging – Inspection / Adjustment</b>
Manufacturer(s):	Saab AB, Aeronautics (formerly Saab Aerosystems)
Applicability:	Model 340B aeroplanes, all serial numbers
Reason:	<p>The standard stick pusher maximum elevator position of a SAAB 340B, prior to delivery, is set at 7.5 degrees trailing edge down. It was recently discovered that this value has been incorrectly referenced in the SAAB 340B Aircraft Maintenance Manual (AMM), which quotes an elevator position of 4 degrees trailing edge down for all aeroplanes, which is the correct value for SAAB SF340A aeroplanes only.</p> <p>If a SAAB 340B aeroplane has been re-rigged in accordance with current AMM procedure, there is a possibility that the deflection of the elevator will be less than intended.</p> <p>This condition, if not corrected, will affect the stall characteristics on the outer part of the envelope at maximum flap setting and aft centre of gravity (CG) configuration, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, SAAB AB Aeronautics issued Service Bulletin (SB) 340-27-105 to reduce the probability of a negative effect on the handling quality during stall. Consequently, EASA issued AD 2012-0256 to require a one-time inspection of the stick pusher rigging and, depending on findings, adjustment to the correct setting.</p> <p>Since that AD was issued, it has been reported that on some aeroplanes, during implementation of SB 340-27-105, the trunnion at the lower part of the</p>

	<p>control column was incorrectly installed. This prevents proper inspection of the stick pusher rigging.</p> <p>Prompted by this finding, SAAB issued SB 340-27-115 with instructions for all aeroplanes, regardless whether SB 340-27-105 has been accomplished or not.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2012-0256, which is superseded, but requires the use of the improved and expanded instructions specified in SAAB SB 340-27-115.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 24 months after the effective date of this AD, inspect the installation of the trunnion at the lower part of the control column and the stick pusher rigging in accordance with the instructions of SAAB SB 340-27-115.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, an incorrect setting of the stick pusher maximum elevator position is found, or the trunnion at the lower part of the control column is incorrectly installed, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of SAAB SB 340-27-115.</li> <li>(3) Within 30 days after the corrective action as required by paragraph (2) of this AD, record the incorrect rigging value that was detected and report to SAAB in accordance with the instructions of SAAB SB 340-27-115.</li> </ol>
Ref. Publications:	<p>SAAB SB 340-27-115 original issue dated 19 July 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 17 October 2013.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. 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 Fax: +46 13 184874 E-mail: <a href="mailto:saab340.techsupport@saabgroup.com">saab340.techsupport@saabgroup.com</a>.</li> </ol>