

## SWEDISH AIRWORTHINESS DIRECTIVES

### Section 1. Swedish Manufactured Aeronautical Products

**AIRWORTHINESS DIRECTIVE No:** 1-010, Rev A

**AIRCRAFT TYPE:** SAAB-FAIRCHILD 340A

**SERIAL No:s  
AFFECTED:** All

**SUBJECT:** Implementation of tail de-icer valve heater blanket and AFM changes

**BACKGROUND:** See page 2

**REFERENCE  
DOCUMENTS:** BCA Emergency Airworthiness Directive No 1-010,  
dated November 12, 1985

- ACTIONS:**
1. Update the Airplane Flight Manual by implementing the following revisions:  

AFM code	000	revision	17	or	later
"-	001	"	13	"-	
"-	002	"	7	"-	
"-	003	"	3	"-	
  2. Install a heater blanket for the tail de-icer valve in accordance with SAAB-FAIRCHILD Service Bulletin SF 340-30-015, rev 1 or later

**COMPLIANCE TIME:** Install heater blanket before January 31, 1986

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

Norrköping 1985-12-20

Board of Civil Aviation  
Flight Safety Department

**LFS** 1985:39

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**BACKGROUND:**

The SF 340A was originally certified for unrestricted use of full flap for approach and landing. Following one incident last winter, where sudden nose-down attitude change was experienced, a restriction for the use of full flap was introduced in the AFM calling for max 20° flap for normal approach and landing procedure in and after flight in icing conditions, if the temperature is below plus 5° (five) Celsius. Ref AFM pages 2-11 and 5-22. Service experience so far had also shown that the tail boot distributor valve was susceptible to freezing because of moisture. SAAB-SCANIA therefore has developed a modification to solve the valve problem and a Service Bulletin has been issued for the implementation of this.

BCA also has found that the AFM caution on page 5-22 was misleading and left it to the crew to make a judgement regarding the ice accretion situation before landing when deciding the amount of flap to be used. One further incident was also reported in November, 1985, where nose-down again was experienced. Ice was present on the aircraft but the crew determined this not to be significant and therefore went to 35° flap.