

Section 1. Swedish Manufactured Aeronautical Products

**AIRWORTHINESS**

**DIRECTIVE No:** 1-105

**AIRCRAFT TYPE:** SAAB 2000  
SAAB 340B (only with APU installed)

**SERIAL No:s**  
**AFFECTED:** SAAB 2000 -004 through -040  
SAAB 340B -342, 379 and 395

**SUBJECT:** Fuselage - Rear Fuselage - Sealing of Fire Shield in APU Aerea

**BACKGROUND:** It has been found that the APU firezone compartment is not completely sealed. Unsealed openings in the firezone bulkheads may allow hazardous amounts of flame, fuel and vapor to enter the compartments behind the designated firezone. This may in combination with a fire source in the firezone, cause an uncontrollable fire outside the firezone compartment. Implementation of additional sealing will prevent this.

**REFERENCE**  
**DOCUMENTS:** Saab Aircraft AB Service Bulletin SAAB 2000-53-024  
Saab Aircraft AB Service Bulletin SAAB 340-53-052  
Both dated 02 December 1996

**ACTIONS:** Perform actions described in Saab Aircraft AB Service Bulletin SAAB 2000-53-024 or Saab Aircraft AB Service Bulletin SAAB 340-53-032, both dated 02 December 1996 or later revision

**COMPLIANCE**  
**TIME:** To be performed within 400 flight hours or two months whichever occur first from the effective date of this SAD

**EFFECTIVE**  
**DATE:** 4 December, 1996

**LUFTFARTSVERKET**  
**Flight Safety Department**

**LFS:1996:72**

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