

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS DIRECTIVE No: 1-015, Rev B

AIRCRAFT TYPE: SAAB SF340A (SAAB-FAIRCHILD 340A)

SERIAL No:s AFFECTED: 340A-004 through 138 except airplanes with modifications Nos 1462 and 1784 incorporated

SUBJECT: Flap Restriction

BACKGROUND: See page 2

ACTIONS:

- A. Revise the last paragraph on page 2-11 and the last paragraph on page 5-22 (before the CAUTION) in the AIRPLANE FLIGHT MANUAL to read:
"More than 20° flap is NOT authorized at any time".
- B. Install a mechanical stop on the flap handle to limit the flap position to 20° in accordance with SAAB Service Bulletin SF 340-27-036.

REFERENCE DOCUMENTS: SAAB-FAIRCHILD Service Bulletin SF 340-27-036
LFV SAD No 1-010, Rev A

COMPLIANCE TIME: For action A: Effective February 13, 1986
For action B: Effective February 28, 1986

Norrköping 1987-12-18

LFS 1987:38

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

SAD No 1-015
Rev B

BACKGROUND:

LFV Emergency Airworthiness Directive SAD No 1-010 limited the use of flap to 20° for all approaches and landings until ambiguous text in the AFM regarding flight in icing conditions was corrected. The AFM has since been corrected on pages 2-11 and 5-22 via temporary revisions, later replaced by regular revisions.

Service experience from operators has shown that pilots have difficulties in determining if icing conditions do exist and they sometimes select 35° flap when they should not. Furthermore it is possible to unintentionally go beyond the 20° flap position on the flap handle.

LFV has therefore determined that it is necessary to limit the use of flap to 20° under all conditions until the airplane is modified to enable the full usage of flap under icing conditions.

SAD No 1-015, Revision A

Full use, 35°, of flap is approved when modifications Nos 1462 and 1784 (not 1748) are incorporated. This includes a new leading edge on the horizontal stabilizer and various other changes.

SAD No 1-015, Revision B

Revision B issued to correct printing error in Revision A above.