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Section 1. Swedish Manufactured Aeronautical Products

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**AIRWORTHINESS**

**DIRECTIVE NO:** 1-167

**AIRCRAFT TYPE:** SAAB SF 340 A and SAAB 340B

**SERIAL No:s**

**AFFECTED:** SAAB SF340A - 004 through 159.

SAAB 340B - 160 through 459

**SUBJECT:** Navigation - Pitot and Static System - Change of Main Pitot Static Tubes

**BACKGROUND:** Operators have reported a number of events involving erroneous airspeed indications. In some cases all three airspeed indication systems have failed simultaneously.

Typical problem scenario is that during descent from cruise altitude one or more airspeed indicators incorrectly show gradually decreasing airspeed. At lower altitudes the correct airspeed is again displayed and on ground no faults can be found.

The cause is blockage of the pitot system with ice. System analysis indicates that low spots and freezing temperature is currently present in the pitot pressure lines inside the pitot static tube.

New main (left and right) pitot static tubes are introduced with increased heating to prevent occurrences as described. A new gasket between the tube and aircraft structure ensures improved thermal insulation.

**REFERENCE DOCUMENTS:** Saab Aircraft AB Mandatory Service Bulletin SAAB 340-34-145 dated 1 October 2001 or later revision

**ACTIONS:** Perform actions described in Saab Aircraft AB Mandatory Service Bulletin SAAB 340-34-145 dated 1 October 2001 or later revision

**COMPLIANCE TIME:** To be performed within 12 months from effective date of this SAD.

**EFFECTIVE DATE:** 1 October 2001

**LFS:** 2001:131

**LUFTFARTSVERKET**  
Aviation Safety Department

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

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