



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0168

Datum účinnosti: 29. června 2007

**Saab AB, Saab Aerosystems (Saab
Aircraft AB)**

SAAB SF340A, SAAB 340B


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007-0168</p> <p>Date: 15 June 2007</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :		Type/Model designation(s) :
Saab AB, Saab Aerosystems (Saab Aircraft AB)		SAAB SF340A and SAAB 340B
TCDS Number : EASA A.068		
Foreign AD : none		
Supersedure : none		
ATA 57	Fuel Tank Safety Wing – Fuel Access Door – Improved Sealing	
Manufacturer(s):	Saab AB, Saab Aerosystems (Saab Aircraft AB)	
Applicability:	SAAB SF340A and 340B serial numbers 004 thru 401	
Reason:	<p>Subsequent to accidents involving Fuel Tank System explosions in flight (Boeing 747-131 flight TWA800) and on ground, the FAA has published Special Federal Aviation Regulation 88 (SFAR88) in June 2001.</p> <p>In their Letters referenced 04/00/02/07/01-L296 dated March 4th, 2002 and 04/00/02/07/03-L024, dated February 3rd, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA)</p> <p>Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7,500 pounds (3402 kg) or more, which have received their certification since January 1st, 1958, are required to conduct a design review against explosion risks.</p> <p>This Airworthiness Directive (AD), which renders mandatory the modification of improving the sealing of Fuel Access Doors, is a consequence of the design review.</p>	

Effective Date:	29 June 2007
Compliance:	<p>Unless already accomplished, the following actions are rendered mandatory within 72 months from the effective date of this AD:</p> <p>Perform Modification 2762 according to SAAB Service Bulletin 340-57-031</p> <ul style="list-style-type: none"> - Removal of the fuel tank access doors, the old type of the clamp rings and gaskets. - Inspection of the structure (wing skin panel, access door areas) - Inspection of the fuel tank access doors - If necessary, removal of corrosion from the wing skin panel - If necessary, replacement of the aluminium panel installed on the fuel tank access door - Installation of the new type of the clamp rings and the fuel tank access doors.
Ref. Publications:	SAAB Service Bulletin SB-340-57-031 original issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD. 2. This AD was posted as PAD 07-076 on 14 May 2007 for consultation until 04 June 2007. No comments were received during this period. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: technical.support@sat.saabgroup.com