



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0169

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 : 2007-0169</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 : Saab AB, Saab Aerosystems (Saab Aircraft AB)	Type/Model designation(s) : SAAB SF340A and SAAB 340B	
TCDS Number : EASA A.068		
Foreign AD : none		
Supersedure : none		
ATA 28	Fuel Tank Safety Fuel - Indicating - Wire separation of Fuel Quantity Indication System (FQIS) Signal Conditioner 28 VDC supply - Fuselage	
Manufacturer(s):	Saab AB, Saab Aerosystems (Saab Aircraft AB)	
Applicability:	SAAB SF340A and 340B all serial numbers	
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 to separate wiring of Fuel Quantity Indication System, 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 3163 according to Saab Service Bulletin 340-028-025:</p> <ul style="list-style-type: none"> -Parking of the existing wiring to the fuel measuring indication system -Installation of new wires with shields to the fuel measuring indication system -Operational and Functional test of the fuel measuring indication system
Ref. Publications:	SAAB Service Bulletin SB-340-28-025 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 07-077 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