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| <b>EASA</b>  | <b>AIRWORTHINESS DIRECTIVE</b>   |                                    |
|   | <p><b>AD No : 2007-0170</b></p> <p><b>Date: 15 June 2007</b></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. |  |                                    |
| <b>Type Approval Holder's Name :</b>   |  | <b>Type/Model designation(s) :</b> |
| Saab AB, Saab Aerosystems<br>(Saab Aircraft AB)  |  | SAAB SF340A and SAAB 340B          |
| TCDS Number : EASA A.068   |  |                                    |
| Foreign AD : none  |  |                                    |
| Supersedure : none   |  |                                    |
| <b>ATA 28</b>  | <b>Fuel Tank Safety<br/>Fuel - Indicating - Wire separation of Fuel Quantity Indication<br/>System (FQIS) Wiring - Wing</b>  |                                    |
| 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 4<sup>th</sup>, 2002 and 04/00/02/07/03-L024, dated February 3<sup>rd</sup>, 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 1<sup>st</sup>, 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> |                                    |

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| 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 3162 according to Saab Service Bulletin 340-28-024:</p> <ul style="list-style-type: none"> <li>-Parking of the existing wiring to the fuel measuring/indication system</li> <li>-Installation of new wires with shields to the fuel/measuring indication system</li> <li>-Operational and Functional test of the fuel measuring indication system</li> </ul>   |
| Ref. Publications: | SAAB Service Bulletin SB-340-28-024 original issue or later approved revisions.  |
| Remarks :          | <ol style="list-style-type: none"> <li>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.</li> <li>2. This AD was posted as PAD 07-078 on 14 May 2007 for consultation until 04 June 2007. No comments were received during this period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: <a href="mailto:technical.support@sat.saabgroup.com">technical.support@sat.saabgroup.com</a></li> </ol> |