Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-131

Issued: 02 November 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:
SAAB AB

Type/Model designation(s):
SAAB SF340A and 340B aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]
TCDS Number(s): EASA.A.068
Foreign AD: Not applicable
Supersedure: None

ATA 27 – Flight Controls – Aileron and Tab / Crank Arm Rivets for the Aileron Potentiometer – Inspection

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Manufacturer(s):
Saab AB, formerly Saab AB – Support and Services, Saab Aeronautics, SAAB Aerosystems

Applicability:
SAAB SF340A aeroplanes manufacturer serial numbers (MSN) 004 through 159 (inclusive);

SAAB 340B aeroplanes MSN 160 through 459 (inclusive).

Definitions:
For the purpose of this AD, the following definitions apply:

Affected part: Each of the two rivets that attach the crank arm for the aileron potentiometer to the mounting bracket on the left-hand (LH) and right-hand (RH) sides.

The SB: Saab AB Service Bulletin (SB) 340-27-141.

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Reason:

An occurrence was reported in which the ailerons became locked at full deflection to one side during the final flight control check before take-off, leading to a rejected take-off. The investigation identified that the crank arm of the LH aileron potentiometer had completely detached from its mounting bracket due to shearing of the two attaching rivets, allowing the crank arm to fall into the fairing and obstruct aileron movement.

This condition, if not detected and corrected, could result in the ailerons becoming locked during flight and reduced roll control authority of the aeroplane.

To address this potential unsafe condition, Saab AB issued the SB providing inspection and corrective action instructions.

For the reasons described above, this AD requires a one-time inspection of the affected parts on both aileron potentiometer crank arms and, depending on findings, accomplishment of the applicable corrective actions.

In addition, this AD requires reporting of the inspection results to support fleet level monitoring and to further identify the rivet shearing failure mechanism, ensuring that any emerging trends or contributing factors are timely identified and addressed.

This AD is considered to be an interim measure, and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Within 8 months after the effective date of this AD, inspect each affected part (LH and RH sides) in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any loose or incorrectly installed rivet is detected, before next flight accomplish all the applicable corrective actions in accordance with the instructions of the SB.

Reporting:

(3) Within 30 days after the inspection as required by paragraph (1) of this AD, or after the effective date of this AD, whichever occurs later, report the inspection results (including no findings) to Saab AB. Using the instructions included in the SB is an acceptable method to comply with this requirement.

Ref. Publications:

Saab AB SB 340-27-141 original issue dated 05 October 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

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Remarks:

1. This Proposed AD will be closed for consultation on 30 November 2026.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Saab AB, SE-581 88 Linkoping, Sweden,
E-mail: saab340.techsupport@saabgroup.com.

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