

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-011/2000

Datum vydání: 08. února 2000

LETADLO - KLAPKY - VÝMĚNA POUZDRA/ČEPU

Týká se: letadel SAAB SF340A výrobních čísel -004 až -159 a SAAB 340B výrobních čísel -160 až -459, jak je uvedeno v části "Serial No:s Affected" v SAD č. 1-152 (příloha tohoto PZZ).

Datum účinnosti: 23. března 2000

Provést v termínech: Jak je popsáno v SAD č. 1-152.

Postup provedení prací: Dle SAD č. 1-152.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě SAD č. 1-152.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

SWEDISH AIRWORTHINESS DIRECTIVES (SAD) No. 1-152

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s AFFECTED: Aircraft Mfg. Serial No's SAAB SF340A -004 through -159 and SAAB 340 -160 through -459 with flap assy and serial numbers as below:

- 7257800-507 with Serial No 1258 through 1270

- 7257800-508 with Serial No 1257 through 1269

NOTE: NTD inspection according to Service Bulletin SAAB 340-57-037 must (for affected flap assemblies) be performed in conjunction with this SAD.

NOTE: The affected flap assemblies were at delivery from Saab installed on A/C Mfg. Serial No's SAAB 340B -367 through -379.

Spares: Flap assemblies P/N (if as spares):

7257800-507 with Serial No 1258 through 1270 and 7257800-508 with Serial No 1257 through 1269

SUBJECT: Wings - Flaps - Identification and for affected Flaps, Inspection and Replacement of Bolt and Bushing Installation at WS 123.38

BACKGROUND: Some discrepancies have been found in the flap bushing/ bolt installation at WS 123.38. This was most likely caused when implementing Service Bulletin 340-57-027 (Wing - Flaps - Inspection & Modification/Replacement of fittings at WS 123.38) on A/C Mfg. Serial No's 340B -367 through -379.

Bushings with incorrect length may have been installed at the fwd attachment point to the triangular fitting. In similarity with this, bolt and bushings with incorrect lengths may also have been installed at the aft attachment point. Consequently, high bearing stress can occur to the bushings and on the L-fittings due to short bushings and bolts.

High bearing stresses may lead to:

- Worn bushings
- Elongated holes
- Vibrations
- Cracked flap fittings which in worst case can lead to jammed flaps.

REFERENCE DOCUMENTS: Saab Aircraft AB Mandatory Service Bulletin SAAB 340-57-035 dated 18 January, 2000

ACTIONS: Perform actions described in Saab Aircraft AB Mandatory Service Bulletin SAAB 340-57-035 dated 18 January, 2000 or later revision

COMPLIANCE TIME: Identification of the flap assemblies installed on the aircraft and for affected flap assemblies, visual inspection to be performed within 800 flight hours from effective date of this SAD.

- If any visible crack is found at the flap fittings, replace the flap fittings (Refer to Service Bulletin 340-57-038)
- If no crack is found, repeat the visual inspection every 800 flight hours until the inspection according to Para 2.C. in Service Bulletin SAAB 340-57-035 and replacement of bolts and bushings is performed.

Replacement to be performed within 4800 flight hours from effective date of this SAD.

EFFECTIVE DATE: 19 January, 2000