

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-1-19/98

Datum vydání: 19. března 1998

LETADLO - ZESÍLENÍ KONSTRUKCE PŘÍSTÁVACÍCH KLAPEK

Týká se: letadel SAAB SF 340A v.č. od 004 do 159 a letadel SAAB 340B v.č. od 160 do 384, od 386 do 404, od 406 do 408 a od 410 do 413.

Důvod vydání: při údržbě letadel byly nalezeny trhliny na konstrukci klapky. Výrobce nařídil dodatečnou vizuální kontrolu a v nejbližší údržbě klapky výměnu duralových dílů za ocelové.

Datum účinnosti: 20.03.1998

Provést v termínech: jak je popsáno v části "Compliance Time" v SAD 1-117R1 (příloha tohoto PZZ).

Postup provedených prací: dle části "Actions" v SAD 1-117R1.

Poznámky: Tímto PZZ se ruší CAA-AD-3-059/97. Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Stibůrek. 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 1-117R1, který plně nahrazuje SAD 1-117.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

AIRWORTHINESS DIRECTIVE NO: 1-117R1

LUFTFARTSVERKET, Aviation Safety Department

Swedish Airworthiness Directives (SAD) **SAD No 1-117R1** - Cancels SAD 1-117

Section 1. Swedish Manufactured Aeronautical Products

AIRCRAFT TYPE: SAAB SF 340A and SAAB 340B

SERIAL No's SAAB SF 340A -004 through -159

AFFECTED: SAAB 340B-160 through -384, -386 through -404, ~406 through -408, -410 through -413

Note: Please note that the flap assemblies are interchangeable and it is possible that different flap assemblies have been mixed on the aircraft because of replacement during service.

SUBJECT: Wings - Flaps - Replacement of Support Strap

BACKGROUND: During a scheduled inspection (16000 flight inspection) of the flap structure on one aircraft it was found that the forward lower spar cap had cracked at WS 142. The crack was discovered in the radius of the spar cap extending in spanwise direction. During the repair of the spar it was also revealed that the support strap (both UH and R/H flap) connecting the flap actuator fitting to the forward spar web at STA 142 was cracked. Cracked flap support straps can in long terms lead to further damages of the flap structure. This will result in extensive and time consuming repairs or ultimately lead to jammed flaps. Inspection and installation of a new support strap made of steel will prevent this.

REFERENCE DOCUMENTS: Saab Aircraft AB Service Bulletin SAAB 340-57-033 revision 02 dated 29 January,1998.

ACTIONS: Perform inspection and actions described in Saab Aircraft AB Service Bulletin SAAB 340-57-033 revision 02 dated 29 January 1998 or later revision.

COMPLIANCE TIME: The modification has to be performed not later than the latest opportunity of the following two alternatives:

1 At the next scheduled structural inspection of the flap, refer to the MRB report.

2 Within 3000 flights after effective date of this SAD

Visual Inspection: For flaps that have accumulated more than 16 000 flights (inspection threshold in the MRB) an external and internal visual inspection has to be performed within 1500 flights after release of this SAD unless the flap has been modified within that period.

Examples:

- Flaps with 12 000 flights - Modification to be performed not later than at 16 000 flights
- Flaps with 15 500 flights - Modification to be performed not later than at 18 500 flights
- Flaps with 17 500 flights - Inspection to be performed not later than at 19000 flights and modification not later than at 22 000 flights (next inspection according to the MRB report).

EFFECTIVE DATE: 2 March, 1998