

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-4-085/98

Nahrazuje CAA-AD-4-071/97

Datum vydání: 26. listopadu 1998

LETADLO - NOSNÍK STABILIZÁTORU - POVRCHOVÉ ZHUTNĚNÍ MATERIÁLU

Týká se: letadel SAAB SF340A výrobních čísel -004 až -159 a SAAB 340B výrobních čísel -160 až -439.

Datum účinnosti: 31. prosince 1998

Provést v termínech: jak je popsáno v části "Compliance time" SAD č. 1-133 (příloha tohoto PZZ).

Postup provedených prací: dle části "Actions" SAD č. 1-133.

Poznámky: 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 zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě SAD č. 1-133 a nahrazuje SAD AD č.1-110R1.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

LUFTFARTSVERKET Aviation Safety Department SWEDISH AIRWORTHINESS DIRECTIVES (SAD) SAD No 1-133

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS DIRECTIVE NO: 1-133

AIRCRAFT TYPE: SAAB SF 340A and SAAB 340B

SERIAL No's AFFECTED: SAAB SF 340A -004 through -159 and SAAB 340B -160 through -439

SUBJECT: Stabilizers - Horizontal Stabilizers - Cold expansion of holes in front spar of horizontal stabilizers

BACKGROUND: During "Full Scale Fatigue Test" fatigue cracks have been observed in the forward spar of the horizontal stabilizer. The observed cracks are located at the intersection between the rear fuselage and the forward upper spar cap. Starting point for the initial crack is considered to be in the upper part of the web at one of the fastener holes.

Propagation of cracks may ultimately result in a failure of the forward spar.

SAD 1-110R1 was issued to require certain inspections in order to ascertain continued airworthiness. It was also noted that a Mandatory Service Bulletin would be released describing actions to improve the fatigue life.

These actions have now been defined and calls out a Cold Working Expansion Procedure for four of the holes in the upper cap and the web. This procedure will extend the fatigue life and minimize future need for repairs.

REFERENCE DOCUMENTS: Saab Aircraft AB Mandatory Service Bulletin SAAB 340-55-34 dated 16 October 1998

ACTIONS: Perform actions described in Saab Aircraft AB Mandatory Service Bulletin SAAB 340-55-34 dated 16 October, 1998 or later revision.

COMPLIANCE TIME:

For A/C with 0 - 26000 flights, to be performed within 10000 flights from release date of this SAD.

For A/C with 26000 - 30000 flights, to be performed within 6000 flights from release date of this SAD.

For A/C with 30000 flights or more, to be performed within 3000 flights from release date of this SAD.

Note: Implementation of this SAD supersedes action according to the Swedish Airworthiness Directive 1-110R1.

EFFECTIVE DATE: 20 October, 1998