



LUFTFARTSVERKET

Aviation Safety Department

**SWEDISH AIRWORTHINESS
DIRECTIVES (SAD)**

SAD No 1-117R1
Cancels SAD 1-117

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Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-117R1

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s SAAB SF340A-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 L/H 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.

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The actions contained in this directive and reference document(s) have been classified as mandatory for aircraft on Swedish register

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**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

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