

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE No: 1-082

AIRCRAFT TYPE: SAAB 2000

SERIAL No:s

AFFECTED: Aircraft SAAB 2000 with APU partnumber 4500090 serialnumbers SP-E941224 and SP-E941228 through SP-E951259.

SUBJECT: Airborne Auxiliary Power - Ignition Exciter - Deletion of Mod No. 5365 and Implementation of Mod No.5692.

BACKGROUND: The APU does not always start in temperatures below -20° C (-4°F) after a flight in a cold soak condition (approximately 2 hours flight time or more). This is because at very low temperatures, the in-rush current to the exciter can be too high. When the in-rush current is too high, the over-current protection circuit in the Electronic Sequence Unit (ESU) releases, and the APU will not start (ESU BITE - EXTERNAL SHORT).

**REFERENCE
DOCUMENTS:**

Saab Aircraft AB Service Bulletin SAAB 2000-49-005 with Attachment 1. SUNDSTRAND AEROSPACE Service Bulletin 4500090-49-14.

ACTIONS:

Perform actions described in Saab Aircraft AB Service Bulletin SAAB 2000-49-005 dated 19 December, 1995, and Attachment 1 dated 30 November, 1995, or later revisions.

**COMPLIANCE
TIME:**

To be performed no later than 31 January, 1996.

**EFFECTIVE
DATE:**

20 December, 1995

LUFTFARTSVERKET
Flight Safety Department

LFS 1995:70

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