

## Swedish Airworthiness Directive (SAD)

Swedish Transport Agency issued this SAD for aircraft regulated via Swedish national regulations, TSFS, and not for aircraft regulated by EASA. This SAD is not applicable for aircraft regulated by basic regulation (EU) 2018/1139.

<b>Subject / Reason:</b>	Cracks have been found in the Elevator Bearing Bracket P/N 5802215-001
<b>Applicability:</b>	SAAB-MFI 15-200/200A
<b>Revision:</b>	1
<b>Action:</b>	Mandatory. First visual and NDT inspection or Eddy Current as an additional inspection method to be performed on aircraft with more than 5000 Flight Hours accumulated and then repeated every 1500 Flight Hours. Aircraft with more than 5000 Flight Hours accumulated shall perform the first inspection within 200 Flight Hours from release of SAAB Service Bulletin, SB 15.029, Revision 1.
<b>Implementation:</b>	At the latest December 31 2024
<b>Supporting documentation:</b>	SB: SAAB--MFI SB 15.029, REVISION 01, 30 SEPTEMBER 2024, "ELEVATOR -- INSPECTION OF ELEVATOR BEARING BRACKET FOR CRACKS"
<b>Reference:</b>	Swedish Transport Agency decision, TSL 2024-7724
<b>Effective date:</b>	September 30 2024
<b>File reference no:</b>	TSL 2024-7724
<b>Appendix:</b>	SB: SAAB--MFI SB 15.029, REVISION 01, 30 SEPTEMBER 2024, "ELEVATOR -- INSPECTION OF ELEVATOR BEARING BRACKET FOR CRACKS"

Actions required according to this SAD is considered necessary to perform for the continuation of the airworthiness.  
Performed actions according to this SAD, must be recorded in the aircraft technical logbook, with reference to this SAD number.

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**SAAB-MFI 15-200/200A**

*Service Bulletin*

**LETTER OF TRANSMITTAL**

**SERVICE BULLETIN SAAB-MFI SB 15.029**

**REVISION 01, 30 SEPTEMBER 2024**

**TO:** All holders of SAAB-MFI 15-200/200A SERVICE BULLETIN.

This letter covers transmittal of the following Service Bulletin which should be included in the appropriate section of your folder.

Revision 01 of Service Bulletin SAAB-MFI SB 15.029, 30 September 2024, "ELEVATOR - INSPECTION OF ELEVATOR BEARING BRACKET FOR CRACKS", cover sheet and 6 pages.

**REASON FOR ISSUE:**

Recommended NDT inspection by Eddy Current is added.

Clarifications in Corrective Action.

Aircraft with this Service Bulletin already implemented is not affected by this revision.

Saab AB

Date: 30 September 2024

Technical Information

# **SAAB-MFI 15-200/200A**

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## **SERVICE BULLETIN**

**Number:** SAAB-MFI SB- 15.029

**Date:** 01 March 2024  
Revision 01, 30 September 2024

**Subject:** ELEVATOR - INSPECTION OF ELEVATOR BEARING BRACKET  
FOR CRACKS

**Mod. No. -**



# **SAAB**

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**ELEVATOR - INSPECTION OF ELEVATOR BEARING BRACKET FOR CRACKS**

Mod No. -

**1. PLANNING INFORMATION**

**A. EFFECTIVITY**

(1) Aircraft:

All SAAB-MFI 15-200/200A aircraft.

(2) Spares: N/A

**B. REASON**

A Flight Leader Inspection Program (FLIP), has been defined for the Saab-MFI 15-200/200A a/c with high number of accumulated Flight Hours.

Cracks have been found in the Elevator Bearing Bracket P/N 5802215-001 (Ref. Parts Catalog T.O. 1T-17-4 figure 4-1 item 7) during inspections according to FLIP. The inspection point is only covered in the FLIP inspection program. The ordinary inspection maintenance requirement, ref T.O. 1T-17-6, does not cover inspection of the bracket of concern.

A broken elevator bearing bracket may lead to loss of an elevator on one side and subsequent loss of the aircraft.

**C. DESCRIPTION**

This Service Bulletin gives instructions for:

- Repetitive visual and non destructive testing inspections of the LH and RH elevator bracket.
- Corrective Action.

**D. COMPLIANCE**

Mandatory.

First visual and NDT inspection to be performed on aircraft with more than 5 000 Flight Hours accumulated and then repeated every 1 500 Flight Hours. Aircraft with more than 5 000 Flight Hours accumulated shall perform the first inspections within 200 Flight Hours from release of this Service Bulletin.

This Service Bulletin is mandated by the Swedish Transport Agency (SCAA) through Swedish Airworthiness Directive (SAD) No: 2-3425.

The final compliance terms in accordance with the Swedish Airworthiness Directive (SAD).

**E. APPROVAL**

The technical content of this Service Bulletin is approved under the authority of Swedish Transport Agency Design Organization Approval number AUB 283.

# **SAAB-MFI 15-200/200A**

## **Service Bulletin**

### **F. MANPOWER**

Estimated time to complete this Service Bulletin is:

1 persons required.

Total manhours: 12

Time for removal and installation of the elevators and possible replacement of bearing bracket not included.

**NOTE:** The NDT Eddy Current inspector must be qualified and certified according to EN 4179 or NAS 410 or equivalent national standard.

Labour cost at operators expense.

### **G. MATERIAL - COST AND AVAILABILITY**

Refer to Scan Avionics (Denmark).

### **H. TOOLING**

Tooling and equipment for NDT inspection.

### **I. WEIGHT AND BALANCE**

None.

### **J. ELECTRICAL LOAD DATA**

Not affected.

### **K. REFERENCES**

Aircraft Maintenance Manual  
Parts Catalogue

T.O. 1T-17-2  
T.O. 1T-17-4

### **L. OTHER PUBLICATIONS AFFECTED**

Not affected.

## **2. ACCOMPLISHMENT INSTRUCTIONS**

REF. FIG. 1, 2

**NOTE:** The procedure for the LH Elevator is described. The procedure for the RH side is the same.

### **A. JOB SET-UP**

(1) Before you start the SB, make sure:

- Check that all documentation is or will be available
- Check that the NDT equipment and personnel is or will be available.

(2) Make the aircraft safe for maintenance.

(a) Put up a warning sign "DO NOT OPERATE THE FLIGHT CONTROLS" in the cockpit.

(3) Put an access platform or equivalent in position.

(4) Remove the elevator half according to Maintenance Manual T.O. 1T-17-2 section 3-22.

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### ***Service Bulletin***

- (5) Clean the area that is to be inspected.

**WARNING:** BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. YOU MUST OBEY THE OPERATORS AND MANUFACTURERS HEALTH AND SAFETY INSTRUCTIONS. INJURY OR DEATH TO PERSONS CAN OCCUR.

- (a) Use a lint-free cloth moist with MEK and clean the bearing brackets. Let the bearing brackets become dry.

#### **B. INSPECTION**

**NOTE:** The NDT Eddy Current inspector must be qualified and certified according to EN 4179 or NAS 410 or equivalent national standard.

- (1) Make sure the inspection areas (for visual and NDT inspection) are clean.
- (2) Do a detailed visual inspection of the inner and outer bearing brackets. Inspect for corrosion damages and cracks including the skins over the bearing brackets (REF. FIG. 1).
- (3) Do a NDT inspection by Eddy Current (preferred), penetrant or equal of the radii and around the fasteners/attachment holes of the outer and inner bearing brackets to ribs and spar (REF. FIG. 1).

#### **C. CORRECTIVE ACTION**

- (1) If a corrosion damage or crack is found make a note of the findings and replace bearing bracket. For replacement of bearing bracket(s), please contact Saab for information: [SMA.techsupport@saabgroup.com](mailto:SMA.techsupport@saabgroup.com)
- (2) If only the damaged bearing bracket is replaced the next inspection shall be performed after 1 500 Flight Hours.
- (3) If both bearing brackets (outer and inner on one elevator side) are replaced, damaged or not, the next inspection on that elevator side shall be performed after 5 000 Flight Hours. The other elevator side shall be inspected after 1500 Flight Hours.
- (4) If all four bearing brackets (outer and inner on both elevator halves) are replaced, damaged or not, the next inspection shall be performed after 5 000 Flight Hours.

#### **D. JOB CLOSE-UP**

- (1) Install the LH and RH elevator halves according to the Maintenance Manual T.O. 1T-17-2 section 3-23.
- (2) Remove all the tools and equipment from the work area. Make sure the work area is clean.
- (3) Remove the warning sign "DO NOT OPERATE THE FLIGHT CONTROLS" in the cockpit.
- (4) Report every time the Service Bulletin has been performed by sending the inspection form according to FIG. 2 to Saab AB.
- (5) Make a note in the Technical Journal of the aircraft that this Service Bulletin has been performed. Note when the next inspection shall be done.

## **SAAB-MFI 15-200/200A**

### ***Service Bulletin***

#### **3. MATERIAL INFORMATION**

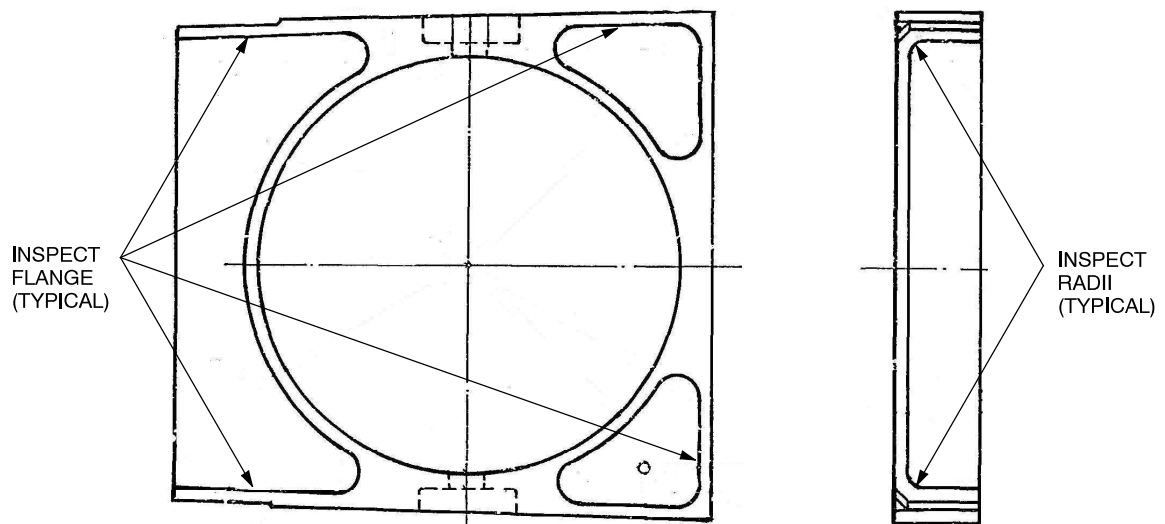
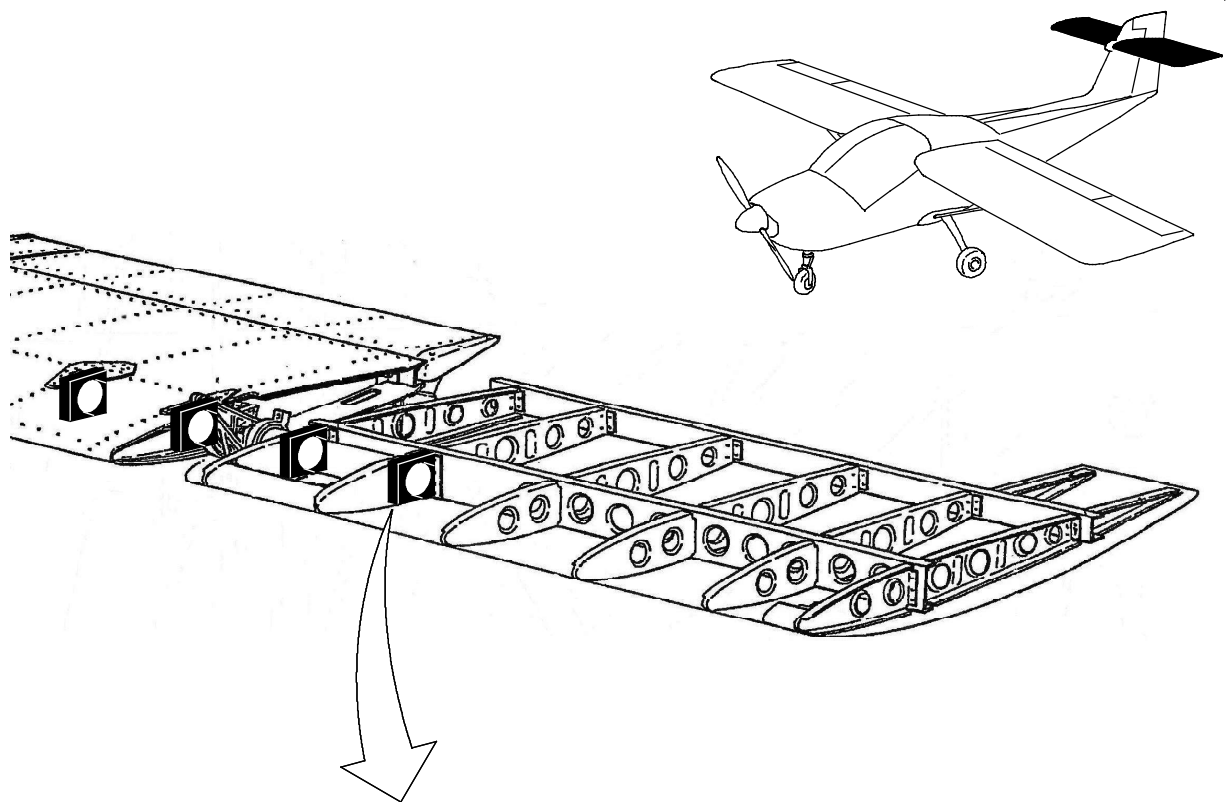
##### **A. Local Supply**

<u>Part Number</u>	<u>Nomenclature</u>	<u>Designation</u>	<u>Qty</u>
Methyl- Ethyl- Ketone (MEK), TT-M-261 or equivalent	Cleaning Agent	-	A/R
Commercial available	Cloth, Lint- free	-	A/R

##### **B. Replacement Parts**

<u>Part Number</u>	<u>Nomenclature</u>	<u>Designation</u>	<u>Qty</u>
5802215-001	Elevator Bearing Bracket	LH and/or RH Elevator	On operator request

**NOTE:** Order the replacement parts from Scan Avionics (Denmark).



BEARING BRACKET (TYPICAL 4PLCS)  
LH/RH INNER AND OUTER

MFI-00933

Bearing Bracket - Inspection  
FIG. 1

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INSPECTION FORM

BEARING BRACKET	FINDING			
	CORROSION	CRACK	OTHER	NO FINDINGS
LH OUTER				
LH INNER				
RH OUTER				
RH INNER				

Use FIG. 1 to mark up any damage area observed.

Operator: \_\_\_\_\_

A/C Serial No: \_\_\_\_\_

A/C Accumulated Flight Hours: \_\_\_\_\_

Date: \_\_\_\_\_

Send the form to Saab AB after the service bulletin has been performed.

If damage has been observed include marked up FIG. 1.

E-mail address:

SMA.techsupport@saabgroup.com

MFI-00934

Bearing Bracket - Inspection Form  
FIG. 2

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