

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.

Subject / Reason:	During maintenance, one of the engine vertical back-up beams (the beams) was found broken. The ordinary inspection maintenance requirement, Ref. MFI 9 P1, Chapter 6.2, does not cover inspection of the beams of concern. If one beam is broken, the other beam will be overstressed, jeopardizing the engine mounting to the fuselage.
Applicability:	SAAB-MFI 9 all models
Revision:	0
Action:	Mandatory. First visual inspection to be performed on aircraft within 100 Flight Hours from release of Service Bulletin, SB 9/11-2024 and then repeated every 100 Flight Hours
Implementation:	See action
Supporting documentation:	Saab SB 9/11-2024. Structure – Inspection of engine vertical back-up beams for crack.
Reference:	Swedish Transport Agency decision, TSL 2024-8941
Effective date:	2025-02-03
File reference no:	TSL 2024-8941
Appendix:	Saab SB 9/11-2024. Structure – Inspection of engine vertical back-up beams for crack.

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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LETTER OF TRANSMITTAL

SERVICE BULLETIN SAAB- MFI SB 9/11- 2024

TO: All holders of SAAB- MFI 9 SERVICE BULLETIN.

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

Initial issue of Service Bulletin SAAB- MFI SB 9/11- 2024, 11 December 2024, "STRUCTURE - INSPECTION OF ENGINE VERTICAL BACK- UP BEAMS FOR CRACK", cover sheet and 6 pages.

Saab AB

Date: 11 December 2024

Technical Information

SERVICE BULLETIN

Number: SAAB-MFI SB 9/11-2024
Date: 11 December 2024
Subject: STRUCTURE - INSPECTION OF ENGINE VERTICAL BACK-UP
BEAMS FOR CRACK
Mod. No. -



SAAB

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STRUCTURE - INSPECTION OF ENGINE VERTICAL BACK-UP BEAMS FOR CRACK

Mod No. -

1. PLANNING INFORMATION**A. EFFECTIVITY****(1) Aircraft:**

All SAAB- MFI 9 aircraft.

(2) Spares: N/A**B. REASON**

During maintenance, one of the engine vertical back-up beams (the beams) was found broken.

The ordinary inspection maintenance requirement, Ref. MFI 9 P1, Chapter 6.2, does not cover inspection of the beams of concern.

If one beam is broken, the other beam will be overstressed, jeopardizing the engine mounting to the fuselage.

C. DESCRIPTION

This Service Bulletin gives instructions for:

- Initial and repetitive visual inspection of the LH and RH vertical back-up beams and adjacent structure.

D. COMPLIANCE

Mandatory.

First visual inspection to be performed within 100 Flight Hours from release date of this Service Bulletin and then repetitive every 100 Flight Hours.

This Service Bulletin is under Swedish Transport Agency (SCAA) consideration for a Swedish Airworthiness Directive.

The final compliance terms will be set by the SCAA Swedish Airworthiness Directive (SAD) when issued.

E. APPROVAL

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

F. MANPOWER

Estimated time to complete this Service Bulletin is:

1 persons required.

Total manhours: 1

Labour cost at operators expense.

G. MATERIAL - COST AND AVAILABILITY

N/A

H. TOOLING

Mirror and flashlight.

I. WEIGHT AND BALANCE

None.

J. ELECTRICAL LOAD DATA

Not affected.

K. REFERENCES

N/A

L. OTHER PUBLICATIONS AFFECTED

Not affected.

2. ACCOMPLISHMENT INSTRUCTIONS**A. JOB SET-UP**

REF. FIG. 1

(1) Make the aircraft safe for maintenance.

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

(2) Remove the engine cowl.

(3) Clean the inspection areas.

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 inspection areas of the LH and RH beam (1 and 2) and adjacent structure. Let the areas become dry.

B. INSPECTION

REF. FIG. 1, 2

- (1) Use mirror and a flashlight and do a visual inspection of the left and right engine vertical back-up beams (1 and 2) including attachments for crack or other damage.
- (2) If damage is observed, mark out the location and send the inspection form according to FIG. 2 to Saab AB.

C. CORRECTIVE ACTION

- (1) If any crack or other damage are found, replace the damaged part.
- (2) To replace a damaged beam, the engine and the fuel pressure gauge must be removed. Contact Saab for further information:
SMA.techsupport@saabgroup.com

D. JOB CLOSE-UP

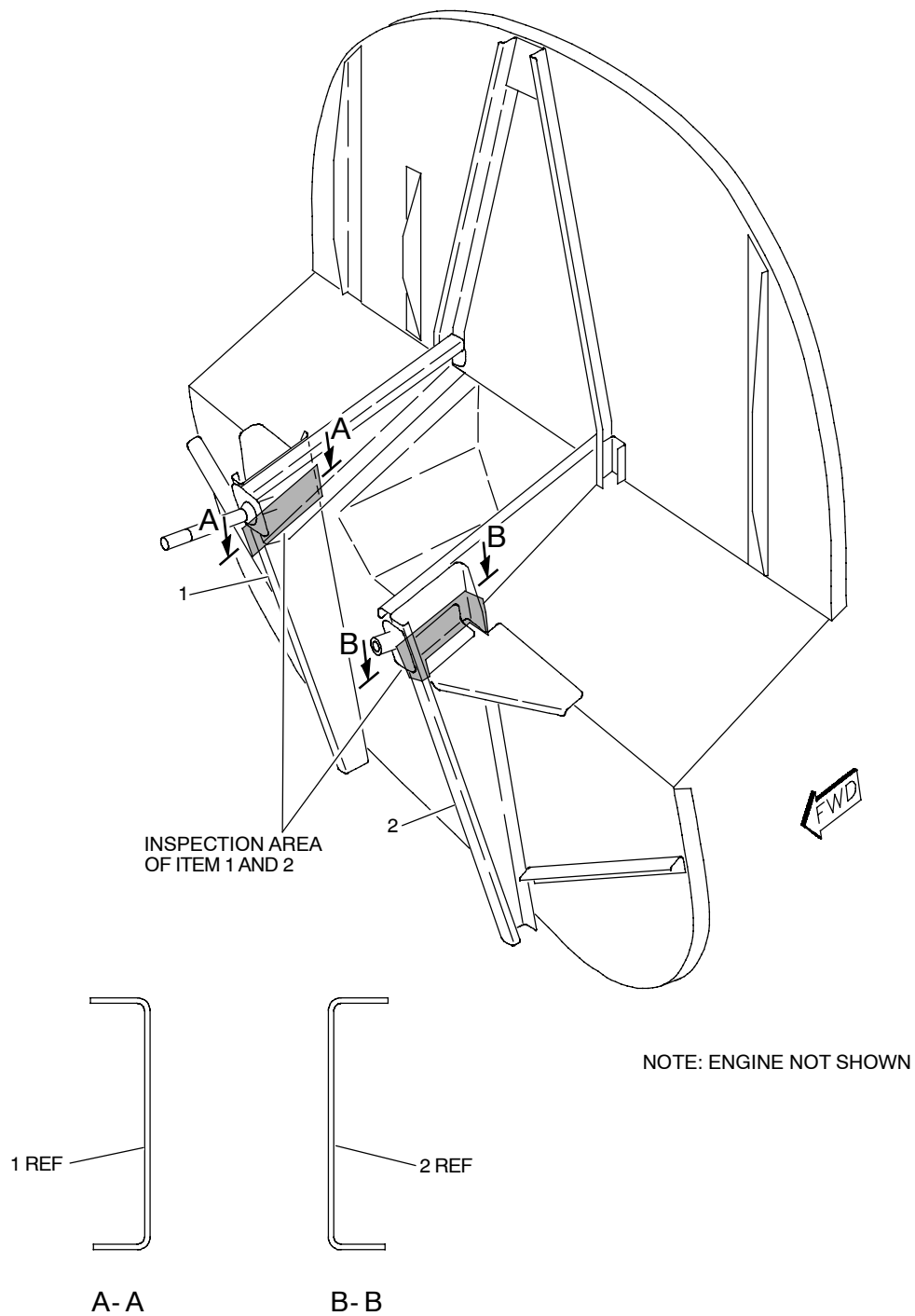
- (1) Remove all the tools and equipment from the work area. Make sure the work area is clean.
- (2) Install the engine cowlings.
- (3) Remove the warning sign "DO NOT OPERATE THE ENGINE CONTROLS" from the cockpit.
- (4) Make a note in the Technical Journal of the aircraft that this Service Bulletin has been performed. Note when the next inspection shall be done.

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

Contact Saab AB for information.



MFI-01274

Engine Vertical Back-Up Beams - Inspection
FIG. 1

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SB 9/11-2024

INSPECTION FORM

Date of Inspection:

Name of Operator:

A/C Registration:

A/C Serial No:

A/C Accumulated Flight Hours:

Description of the damage: Fatigue cracks Corrosion damages

Describe location of the damage on the beam:

Make a note of replaced beam (REF. FIG.1):

Left hand (2)

Right hand (1)

Send the form to:

SMA.techsupport@saabgroup.com

MFI- 01275

Engine Vertical Back- Up Beams - Inspection Form
FIG. 2

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