

Section 1. Swedish Manufactured Aeronautical Products

**AIRWORTHINESS  
DIRECTIVE NO: 1-153**

**AIRCRAFT TYPE:** SAAB SF340 and SAAB 340B

**SERIAL No:s  
AFFECTED** (1) Aircraft:

Aircraft Mfg. Serial No's SAAB SF340A -004 through -159 and  
SAAB 340B -160 through 459 with flap assemblies as below installed

Affected flap assemblies

7257800-501 through -508 and -851 through -856

NOTE: Service Bulletin SAAB 340-57-027 must be included before or in  
conjunction with Service Bulletin SAAB 340-57-037

NOTE: Inspection and replacement of bolt and bushing installation  
according to Service Bulletin SAAB 340-57-035 must (for affected  
flap assemblies) be performed in conjunction with Service  
Bulletin SAAB 340-57-037

NOTE: Flap assemblies modified according to Part 3 (Replacement of  
flap fittings) of Service Bulletin SAAB 340-57-027 are not affected  
by this AD. Refer to Para. 2.A.(1) in Service Bulletin SAAB  
340-57-037 for check of Mod-status.

(2) Spares:

Flap assemblies: 7257800-501 through -508 and -851 through -856

**SUBJECT:** Wings - Flaps - Inspection of Aft Attachment Lug of Flap Fittings at WS  
123.38

**LFS 2000:8**

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

Mail address	Office address	Telephone No	Cable address	Telex address
SE-601 79 NORRKÖPING	Vikboplan 11	Nat 011 19 20 00	Civilair	64250
SWEDEN		Int +46 11-19 20 00	Norrköping	
		Fax +46 11 19 25 15		
		+46 11 19 25 75		

**BACKGROUND:** In one flap, having implemented Service Bulletin SAAB 340-57-027, Para 1, the L-shaped flap fittings at WS 123.38, where the triangular flap fitting is installed, have been found failed due to fatigue. The initial failure occurred in the aft lug where the swaged bushing is installed. Some time after this, it resulted in a failure in the bottom radius of the adjacent L-shaped fitting as well, resulting in jammed flaps.

Possible causes for the initial fatigue failure are that the inspection method called out in Service Bulletin SAAB 340-57-027 Para 1 could lead to small cracks passing by undetected.

This SAD calls out a non destructive testing-method for inspection of the affected flap fittings.

**REFERENCE DOCUMENTS:** Saab Aircraft AB Mandatory Service Bulletin SAAB 340-57-037 dated 18 January, 2000 or later revision

**ACTIONS:** Perform actions described in Saab Aircraft AB Mandatory Service Bulletin SAAB 340-57-037 dated 18 January, 2000 or later revision

**COMPLIANCE TIME:** Visual inspection to be performed within 800 flight hours and then repetitive inspection every 800 flight hours until the NDT inspection has been performed.

NDT inspection to be performed within 6000 flights from effective date of this SAD and then repetitive every 6000 flights.

Incorporation of Service Bulletin SAAB 340-57-038 is an acceptable terminating action for this SAD.

**EFFECTIVE DATE:** 19 January 2000

**LFS 2000:8**

**LUFTFARTSVERKET**  
Aviation Safety Department