

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-157 R1

AIRCRAFT TYPE: SAAB 2000

SERIAL No:s

AFFECTED: SAAB 2000-003 through -063

SUBJECT: Wings -Rear Spar Modification to Improve Fatigue Life

BACKGROUND: In the full-scale fatigue test article cracks have been detected at some fastener holes in the lower trailing edge support angle near the area modified via Saab Aircraft AB Mandatory Service Bulletin 2000-57-029, just outside the nacelle, LH and RH side. The cracks indicate that the design service goal may not be met. If cracks propagate undetected, this can cause fuel leakage and require extensive repair. This Service Bulletin calls out cold working of 34 fastener holes in total in the wing lower trailing edge support angle and rear spar web. This will improve the fatigue life of the wing and minimize the possibility for fuel leakages and need for repairs.

REFERENCE DOCUMENTS: Saab Aircraft AB Mandatory Service Bulletin SAAB 2000-57-037 and SAAB 2000-57-039.

ACTIONS: Part A. As an alternative, the actions required by SB 2000-57-037 may be deferred until before 20000 flights provided repetitive inspections at 12000 to 13000 and at 16000 to 17000 flights are performed in accordance with SB 2000-57-039 dated 20 December 2002 or later revision.

Part B. Perform the actions required by SB 2000-57-037 revision 02 dated 20 December 2002 or later revision.

Note. For aircraft in compliance with SAD1-157 original issue, no further action is required.

COMPLIANCE TIME: Part A. To be performed at 12000 to 13000 flights and at 16000 to 17000 flights.

Part B. To be performed at 13000 flights if part A is not complied with or before 20000 flights if part A is complied with.

EFFECTIVE DATE: 20 December 2002

LFS: 2003: 2

LUFTFARTSVERKET
Aviation Safety Authority

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

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