

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-161 R2

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s SAAB SF340A-004 through -159
AFFECTED: SAAB 340B-160 through -459

Note: Aircraft with serial number as listed in Saab Aircraft AB Mandatory Service Bulletin SAAB 340-51-020 Table 1 and action performed in accordance with related statement and also, aircraft that have the original paint as delivered from Saab factory can declare this SAD as implemented.

SUBJECT: Structures - Inspection of Repainted Aircraft for Removed Protective Coating (Adhesively Bonding Primer) and Possible Pitting Corrosion.

BACKGROUND: On a number of A/C, during paint removal prior to repainting, the basic corrosion protection anodizing and primer may have been removed by sanding down to bare metal on aluminium skin panels. Sanding down to bare metal is not allowed according to the Structural Repair Manual (SRM).

As the aluminium is unclad the anodizing and primer are the corner stones in the corrosion protection system. If the anodizing and primer are removed and the aluminium surface is not correctly treated, pitting corrosion may occur.

To sand to bare metal can also lead to metal removal and subsequently reduce the static and fatigue strength of the structure.

REFERENCE DOCUMENTS: Saab Aircraft AB Mandatory Service Bulletin SAAB 340-51-020 dated 9 February, 2001.

ACTIONS: Perform actions described in Saab Aircraft AB Mandatory Service Bulletin SAAB 340-51-020 dated 9 February, 2001 or later revisions.

COMPLIANCE TIME: To be performed within 2000 flight hours or 1 year (whichever occurs first) from effective date of this SAD

Note: SAD revision 2 issued to correct Compliance Time.

EFFECTIVE DATE: 13 March 2001

LFS: 2001:43

LUFTFARTSVERKET
Aviation Safety Department

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

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