
Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-165

AIRCRAFT TYPE: SAAB 2000

SERIAL No:s

AFFECTED: SAAB 2000-004 through-063

SUBJECT: Nacelle/Pylons - Attach Fittings - Inspection of the Backup Struts in the LH and RH Nacelle

BACKGROUND: Field experience have revealed fatigue cracks in the internal backup struts in the forward part of the nacelle structure. The detected cracks are located in the area of the welded splices, for the lower attachment fittings. In the lower end cracks have been found near the local cut-out in the Backup Strut tube. In one occasion the fatigue cracks have resulted in complete failure of the backup strut.

A failed backup strut results in loss of redundancy (fail safe) in the design of the nacelle in terms of load capability.

Previously suspected cracks in the upper attachment were found to be no cracks. Inspection of this area is therefore suspended.

Redesign and improved manufacturing will improve the fatigue strength of the backup Struts.

REFERENCE DOCUMENTS: Saab Aircraft AB Mandatory Service Bulletin SAAB 2000-54-024 and SAAB 2000-54-025 dated 7 september 2001 or later revisions.

ACTIONS: Perform actions described in Saab Aircraft AB Mandatory Service Bulletin SAAB 2000-54-024 and SAAB 2000-54-025 dated 7 september 2001 or later revisions.

COMPLIANCE TIME: 1) Fluorocent Dye Penetrant inspection for the welded splice area in the lower attachment point of the Backup Struts to be performed within 1650FH as described in Saab Aircraft AB Mandatory Service Bulletin SAAB 2000-54-025, after the previous inspection, if the old Backup Struts are installed.

When the new design Backup Strut (P/N 7354410-581/582) has been installed as described in Saab Aircraft AB Mandatory Service Bulletin SAAB 2000-54-024 the inspection is no longer necessary.

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

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(2) Replacement of the Backup Struts to be performed within 36 months as described in Saab Aircraft AB Mandatory SB SAAB 2000-54-024 after effective date of this SAD.

Terminating Action: When a Backup Strut is replaced as described in Saab Aircraft AB Mandatory Service Bulletin SAAB 2000-54-024, the new Backup Strut will be inspected during normal schedule maintenance.
Ref Maintenance Review Board report task 542002, 454/464-01 and 455/465-01.

EFFECTIVE 10 september 2001
DATE:

LFS: 2001:119

LUFTFARTSVERKET
Aviation Safety Department