


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0068</b></p> <p><b>Date: 25 April 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Saab AB, Aeronautics</p>	<p><b>Type/Model designation(s) :</b></p> <p>2000 aeroplanes</p>
<p>TCDS Number : EASA.A.069</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 53</b>	<b>Fuselage – Centre Bottom Panel – Inspection</b>
Manufacturer(s):	Saab AB, Aeronautics (formerly Saab Aerosystems).
Applicability:	Model 2000, all serial numbers.
Reason:	<p>On two SAAB 2000 aeroplanes, signs of chafing have been found on the bottom panel of the centre cabin between fuselage station (STA) 562 and STA 622. The investigation results have shown that the chafing is caused by certain Hi Lok fasteners, installed as a repair during production, through the upper wing skin panel.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the affected wing-to-fuselage connection.</p> <p>To address this potential unsafe condition, SAAB issued Service Bulletin (SB) 2000-53-057 to provide instructions for a general visual inspection to detect chafing in the area between the upper wing skin and the cabin centre bottom panel and to verify if there are Hi Lok fasteners installed with the collar up.</p> <p>For the reasons described above, this AD requires a one-time inspection of the designated area, the accomplishment of corrective action(s), depending on findings, and the reporting of all inspection results to SAAB.</p> <p>This AD is considered an interim action and further AD action may follow.</p>
Effective Date:	09 May 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 12 months after the effective date of this AD, accomplish a general visual inspection of the area between the upper part of the wing skin and the centre bottom panel, in accordance with the instructions of SAAB SB 2000-53-057.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, Hi Lok fasteners are found installed with the collar up and/or signs of chafing are found, before next flight, record the affected Hi Lok locations and/or other findings in accordance with the instructions of SAAB SB 2000-53-057, contact SAAB for approved repair instructions and accomplish those instructions accordingly.</li> <li>(3) Within 30 days after the inspection as required by paragraph (1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later, report all findings (including none) to SAAB, in accordance with the instructions of SAAB SB 2000-53-057.</li> </ol>
<p>Ref. Publications:</p>	<p>SAAB SB 2000-53-057 original issue dated 22 November 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 26 March 2012 as PAD 12-023 for consultation until 23 April 2012. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Saab AB, Support and Services SE-581 88 Linköping, Sweden Fax: +46 13 184874 E-mail: <a href="mailto:saab2000.techsupport@saabgroup.com">saab2000.techsupport@saabgroup.com</a>.</li> </ol>