# Airworthiness Directive

**AD No.: 2019-0054**

**Issued: 18 March 2019**

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

## Design Approval Holder's Name:

SAAB AB

## Type/Model designation(s):

SAAB 2000 aeroplanes

Effective Date: 01 April 2019

TCDS Number(s): EASA.A.069

Foreign AD: Not applicable

Supersedure: None

## ATA 54 – Nacelles / Pylons – Engine Mounting Structure – Modification

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### Manufacturer(s):

SAAB AB (SAAB), formerly Saab Aircraft AB

### Applicability:

SAAB 2000 aeroplanes, all serial numbers (s/n), except s/n 006, 043, 056 and 061.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB**: SAAB Service Bulletin (SB) 2000-54-036.

### Reason:

Occurrences have been reported where, during maintenance, loose and irregular fasteners were found at the forward end of the nacelle upper longeron, where the bulkhead frame and struts are attached to the engine mounting structure (EMS). Investigation results indicate a potential risk for significant reduction of the safety margins.

This condition, if not corrected, could cause development of cracks in the EMS, leading to failure of the affected engine mount-to-aeroplane structural connection, possibly resulting in significant airframe vibrations and detrimental effects on the surrounding pylon/nacelle structure, compromising its integrity.

To address this potential unsafe condition, SAAB designed a repair and issued the SB to provide instructions to install that repair as preventive modification.

For the reason described above, this AD requires modification of the EMS and attachments.

## Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

**Modification**:
Within 3 000 flight hours or 24 months, whichever occurs first after the effective date of this AD, modify the EMS and structural attachments in accordance with the instructions of the SB.

## Ref. Publications:

SAAB SB 2000-54-036 original issue dated 06 November 2018, or Revision 1 dated 07 January 2019, or Revision 2 dated 18 January 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

## Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 12 February 2019 as PAD 19-022 for consultation until 12 March 2019. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: SAAB AB, Support and Services, SE-581 88 Linkoping, Sweden,
E-mail: Saab2000.techsupport@saabgroup.com.