



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-079**

**Issued: 08 June 2018**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

SAAB AB

**Type/Model designation(s):**

SAAB 2000 aeroplanes

**Effective Date:** [TBD – standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.069

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 28 – Fuel – Fuel Quantity Reading Probes and Low Level Sensors – Functional Check

**Manufacturer(s):**

SAAB AB (SAAB)

**Applicability:**

SAAB 2000 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The SB:** SAAB Service Bulletin (SB) 2000-28-028.

**Affected part:** Fuel probes, Part Number (P/N) 20136-0101, P/N 20136-0102, P/N 20136-0103, P/N 20136-0104, P/N 20136-0105 and P/N 20136-0106; and fuel low level sensors, P/N 20137-0101.

**Serviceable part:** Affected parts, having accumulated less than 1 500 flight hours (FH) or 12 months since first installation on an aeroplane.



**Reason:**

Occurrences were reported that certain fuel probes, installed on SAAB 2000 aeroplanes, indicated misleading fuel quantities on EICAS (engine indicating and crew alerting system). The investigation results suggest that this may be an ageing phenomenon, leading to deteriorated capacity of the fuel probes.

This condition, if not detected and corrected, could lead to incorrect fuel reading, possibly resulting in fuel starvation and uncommanded engine in-flight shut-down, with consequent reduced control of the aeroplane.

To address this potential unsafe condition, SAAB issued the SB to provide instructions for a functional check.

For the reason described above, this AD requires a one-time functional check of the fuel quantity system and the fuel low level EICAS warnings to determine whether any affected parts are out of tolerance and, depending on findings, replacement of those affected parts.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 1 500 FH or 12 months, whichever occurs first after the effective date of this AD, accomplish a functional check of the fuel indicator gauging accuracy and the low level warning in accordance with the instructions of the SB.

**Corrective Action(s):**

- (2) If, during the check as required by paragraph (1) of this AD, any indication or reading is found to be out of tolerance, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the SB.

**Parts Installation:**

- (3) From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

SAAB SB 2000-28-028 original issue dated 19 April 2018.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 06 July 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: SAAB AB, Support and Services, SE-581 88 Linköping, Sweden,  
E-mail: [Saab2000.techsupport@saabgroup.com](mailto:Saab2000.techsupport@saabgroup.com).

