



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-022

Issued: 12 February 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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 54 – Nacelles / Pylons – Engine Mounting Structure – Modification

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. This Proposed AD will be closed for consultation on 12 March 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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.

