



## Airworthiness Directive

**AD No.:** 2020-0149

**Issued:** 07 July 2020

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 340 and 2000 aeroplanes

**Effective Date:** 21 July 2020

**TCDS Number(s):** EASA.A.068 and EASA.A.069

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Nose Landing Gear Door Attachment Bolts – Replacement

### Manufacturer(s):

SAAB AB (SAAB), formerly Saab Aircraft AB

### Applicability:

Saab-Fairchild SF340A, SAAB 340B and SAAB 2000 aeroplanes, all serial numbers.

### Definitions:

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

**Affected part:** Nose landing gear (NLG) door attachment bolts, Part Number (P/N) 7232203-041, identified by SAAB Form 1 Tracking number C29127 and Work Order (Contract/Invoice) number 81045396, shipped between 15 June 2013 and 31 August 2017. NLG door attachment bolts (installed or held as spare) for which the P/N or the provenance cannot be established are considered affected parts.

**Serviceable part:** NLG door attachment bolts that are not an affected part.

**The applicable SB:** SAAB Service Bulletin (SB) 340-32-146 and SB 2000-32-082, as applicable.

**Groups:** Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.



**Reason:**

During a quality process review, it was revealed that certain NLG door attached bolts have been incorrectly manufactured. The affected parts are susceptible to hydrogen embrittlement, decreasing the mechanical characteristics.

This condition, if not detected and corrected, could lead to failure of affected parts, impairing the link between NLG and NLG door, possibly preventing extension or retraction of the NLG, with consequent damage to the aeroplane upon landing.

To address this potential unsafe condition, SAAB issued the applicable SB to provide instructions to identify and replace the affected parts.

For the reason described above, this AD requires replacement of the affected parts with serviceable parts, as defined in the AD. This AD also prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, replace each affected part in accordance with the instructions of the SB.

**Parts Installation:**

- (2) Do not install (see Note 1 of this AD) an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After removal of the affected parts from the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Note 1: Removing an affected part from an aeroplane (for any reason other than to comply with this AD) and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered “install” as specified in paragraph (2) of this AD.

**Ref. Publications:**

SAAB SB 340-32-146 original issue dated 30 April 2020.

SAAB SB 2000-32-082 original issue dated 30 April 2020.

The use of later approved revisions of the above-mentioned documents 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 03 June 2020 as PAD 20-091 for consultation until 01 July 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. 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, E-mail: [Saab2000.techsupport@saabgroup.com](mailto:Saab2000.techsupport@saabgroup.com).

