



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-062

Issued: 05 June 2023

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 32 – Landing Gear – Main Landing Gear Anti-Skid Harness Installation – Modification

Manufacturer(s):

SAAB AB (SAAB), formerly Saab Aircraft AB

Applicability:

SAAB 2000 aeroplanes, all serial numbers.

Definitions:

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

The SB: SAAB Service Bulletin (SB) 2000-32-084 Revision 01.

Reason:

During a system review of the SAAB 2000 anti-skid system, the possibility was revealed of inadvertently connecting the inboard harness to the outboard channel (and vice versa) of the wheel speed transducers in the main landing gear (MLG) wheel axles.

This condition, if not detected and corrected, would lead to wrong inputs to the anti-skid function, whenever activated, with consequent reduced braking capability, possibly resulting in damage to the aeroplane.



To address this potential unsafe condition, SAAB issued the SB to provide in-service modification instructions of the MLG and connectors by installing colour markings on the harnesses and the wheel axles, to ensure proper installation and connection of the anti-skid harnesses.

For the reasons described above, this AD requires modification of both left-hand (LH) and right-hand (RH) MLG and connectors.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 1 500 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify the LH and RH MLG and connectors in accordance with the instructions of the SB.

Part(s) installation:

- (2) After modification of an aeroplane as required by paragraph (1) of this AD, it is allowed to install on that aeroplane a MLG provided that, the MLG and connector are modified in accordance with the instructions of the SB.

Inspection:

- (3) After modification of an aeroplane as required by paragraph (1) of this AD, each time a MLG is (re)installed on an aeroplane, accomplish a visual check of the colour marking on the LH and RH MLG and connectors, as applicable.

Corrective Action(s):

- (4) If, during the visual check as required by paragraph (3) of this AD, the colour marking is not found, before next flight, restore the colour marking of the affected MLG and connectors, as applicable, in accordance with the instructions of the SB.

Ref. Publications:

SAAB SB 2000-32-084 Revision 01 dated 15 May 2023.

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 03 July 2023.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact your Saab AB, Support and Services, SE-581 88 Linköping, Sweden,
E-mail: Saab2000.techsupport@saabgroup.com.

