



## Airworthiness Directive

**AD No.:** 2023-0135

**Issued:** 10 July 2023

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:** 24 July 2023

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

**Foreign AD:** Not applicable

**Supersedure:** None

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

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**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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 05 June 2023 as PAD 23-062 for consultation until 03 July 2023. 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](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).

