



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-058

Issued: 05 May 2026

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: This AD supersedes EASA AD 2023-0220 dated 21 December 2023.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

SAAB AB (SAAB)

Applicability:

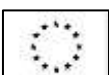
SAAB 2000 aeroplanes, all serial numbers.

Definitions:

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

The ALM: SAAB 2000 Airworthiness Limitation Manual (ALM) Revision 4.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulation the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



New and/or more restrictive maintenance tasks and limitations: This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALM, as defined in this AD, since the previous ALM revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and/or certification maintenance instructions for SAAB 2000 aeroplanes, which are approved by EASA, are currently defined and published in the SAAB 2000 ALM. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2023-0220, requiring implementation of the limitations and maintenance tasks as contained in SAAB 2000 ALM at Revision 3.

Since that AD was issued, SAAB published the ALM, as defined in this AD, introducing new and/or more restrictive tasks and limitations.

For the reason described above, this AD supersedes EASA AD 2023-0220 and requires accomplishment of the actions and limitations specified in the ALM.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Maintenance Tasks and Replacement of Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the ALM, as applicable to aeroplane model and depending on aeroplane configuration:

(1.1) Replace each component before exceeding the applicable life limit, and

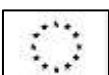
(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

(2) In case of finding discrepancies (as defined in the ALM) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALM, accomplish the applicable corrective action(s) in accordance with the applicable SAAB maintenance documentation. If no compliance time is identified in the ALM, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALM, before next flight, contact SAAB for approved instructions and accomplish those instructions accordingly.

AMP Revision:

(3) Within 12 months after the effective date of this AD, revise the AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALM, as applicable to aeroplane model and depending on aeroplane configuration.



Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous ALM revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aircraft to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALM, as applicable to aircraft model and depending on aeroplane configuration, within the compliance times as specified in the ALM, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive maintenance tasks specified in the ALM, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an aircraft has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the maintenance tasks as required by paragraphs (1) and (2) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

SAAB 2000 ALM Revision 4 dated 01 April 2026.

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 02 June 2026.
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: Saab AB, SE-581 88 Linköping, Sweden,
E-mail: Saab2000.techsupport@saabgroup.com.

