


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0184</p> <p>Date: 06 September 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>SAAB AB, Aerosystems</p>	<p>Type/Model designation(s) :</p> <p>2000 aeroplanes</p>	
<p>TCDS Number : EASA.A.069</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p>ATA 53 Fuselage – Aft Pressure Bulkhead – Inspection / Repair</p>		
<p>Manufacturer(s): SAAB AB, Aerosystems (formerly Saab Aircraft AB)</p>		
<p>Applicability: Model 2000 aeroplanes, all serial numbers.</p>		
<p>Reason:</p>	<p>Corrosion damage has been found on the aft pressure bulkhead of SAAB 2000 aeroplanes, located on the rear side of the bulkhead at the bottom outboard flange. Corrosion damage in this area can become the starting point for future crack initiation and propagation.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aft pressure bulkhead, possibly resulting in in-flight decompression of the fuselage and injury to occupants.</p> <p>For the reasons described above, this AD requires a detailed visual inspection of the aft pressure bulkhead at the bottom outboard flange and, depending on findings, corrective action.</p>	
<p>Effective Date:</p>	<p>20 September 2010</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 12 months after the effective date of this AD, accomplish a detailed visual inspection of the aft pressure bulkhead at the bottom outboard flange, in accordance with the instructions of SAAB Service Bulletin (SB) 2000-53-048. (2) If, during the inspection as required by paragraph (1) of this AD, corrosion is found, before next flight, contact SAAB for approved repair instructions and accomplish those instructions accordingly. (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report all findings (including none) to SAAB.
<p>Ref. Publications:</p>	<p>SAAB SB 2000-53-048 original issue dated 06 July 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 29 July 2010 as PAD 10-078 for consultation until 26 August 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact: Saab AB, Saab Aerosystems, Bröderna Ugglas gata, SE-581 88 Linköping, Sweden Telephone: +46 13 185591, Fax: +46 13 184874 E-mail: technical.support@sat.saabgroup.com