


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0160 [Correction: 09 July 2014]</p> <p>Date: 09 July 2014</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 EU 748/2012, Part 21.A.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>	
Design Approval Holder's Name: SAAB AB, Aeronautics	Type/Model designation(s): 2000 aeroplanes
TCDS Number:	EASA A.069
Foreign AD:	Not applicable
Supersedure:	None
ATA 51	Structures – Basic Corrosion Protection Anodizing and Primer – Inspection / Repair
Manufacturer(s):	Saab AB, Aeronautics (formerly Saab Aerosystems).
Applicability:	<p>Model 2000, all manufacturer serial numbers (MSN), except:</p> <ul style="list-style-type: none"> - aeroplanes having a MSN and as listed in, and compliant with statement(s) in accordance with, Table 1 of SAAB Service Bulletin (SB) 2000-51-002, and - aeroplanes with original paint, or repainted by SAAB.
Reason:	<p>SAAB received evidence that on a number of SAAB 2000 aeroplanes, during paint removal before repainting, the basic corrosion protection anodizing and primer were removed. In these cases, the basic corrosion protection coating was sanded down to bare metal on the aluminium skin panel in spite of existing instruction(s) contained in the Structural Repair Manual (SRM) which prohibit(s) exposing the aluminium bare metal. Due to the fact that the skin panels are manufactured from aluminium without a protective covering (unclad), the anodizing and primer is the corner stone of the aeroplane corrosion protection system. If the anodizing and primer is removed and the aluminium surface is not correctly treated, pitting corrosion may occur. In addition, sanding to bare metal can inadvertently lead to metal removal and subsequently reduce the static and fatigue strength of the aeroplane structural parts.</p> <p>This condition, if not detected and corrected, could result in corrosion damage and/or reduced structural strength of the aeroplane structure.</p> <p>To address this potential unsafe condition, SAAB issued SB 2000-51-002 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time inspection to</p>

	<p>verify the presence of required anticorrosion protective coating, inspection for pitting corrosion (if necessary) and measure the skin thickness (if necessary) and, depending on findings, corrective action(s).</p> <p>This AD is re-issued to correct typographical error of the effective date.</p>
Effective Date:	23 July 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 2 000 flight hours or 12 months, whichever occurs first after the effective date of this AD, accomplish the following actions concurrently as specified in paragraphs (1.1) and (1.2) of this AD in accordance with the instructions of SAAB SB 2000-51-002: <ol style="list-style-type: none"> (1.1) Inspect the aeroplane structural parts to detect damaged protective coating. (1.2) Depending on findings detected during the inspection as required by paragraph (1.1) of this AD, inspect the aeroplane structural parts to detect pitting corrosion and reduced skin thickness. (2) If, during any inspection as required by paragraph (1) of this AD, any damage or reduced skin thickness is detected, as defined in SAAB SB 2000-51-002, before next flight, contact SAAB AB to obtain approved repair instructions, and within the compliance time indicated in those instructions, accomplish the repair accordingly.
Ref. Publications:	<p>SAAB SB 2000-51-002 original issue dated 09 April 2014 or Revision 01 dated 23 May 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<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 06 June 2014 as PAD 14-094 for consultation until 07 July 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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, Support and Services, SE-581 88 Linköping, Sweden. Fax: +46 13 184874. E-mail: saab2000.techsupport@saabgroup.com.