


<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No : 07-075</b></p> <p><b>Date: 14 May 2007</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name :</b> Saab AB, Saab Aerosystems (Saab Aircraft AB)		<b>Type/Model designation(s) :</b>  SAAB 2000
TCDS Number : EASA A.069		
Foreign AD : none		
Supersedure : none		
<b>ATA 57</b>	<b>Fuel Tank Safety Wings – Fuel Access Door – Improved Sealing</b>	
Manufacturer(s):	Saab AB, Saab Aerosystems (Saab Aircraft AB)	
Applicability:	SAAB 2000, all serial numbers	
Reason:	<p>Subsequent to accidents involving Fuel Tank System explosions in flight (Boeing 747-131 flight TWA800) and on ground, the FAA has published Special Federal Aviation Regulation 88 (SFAR88) in June 2001.</p> <p>In their Letters referenced 04/00/02/07/01-L296 dated March 4<sup>th</sup>, 2002 and 04/00/02/07/03-L024, dated February 3<sup>rd</sup>, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA)</p> <p>Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7,500 pounds (3402 kg) or more, which have received their certification since January 1<sup>st</sup>, 1958, are required to conduct a design review against explosion risks.</p> <p>This Airworthiness Directive (AD), which renders mandatory the modification of improving the sealing of Fuel Access Doors, is a consequence of the design review.</p>	

Effective Date:	TBD [14 days after final AD issue date]
Compliance:	<p>Unless already accomplished, the following actions are rendered mandatory within 48 months from the effective date of this AD:</p> <p>Perform Modification 6089 according to Saab Service Bulletin 2000-57-033</p> <ul style="list-style-type: none"> <li>- Removal of the fuel tank access doors, the old type of the clamp rings and gaskets.</li> <li>- Inspection of the structure (wing skin panel, access door areas)</li> <li>- Inspection of the fuel tank access doors</li> <li>- If necessary, removal of corrosion from the wing skin panel</li> <li>- If necessary, replacement of the aluminium panel installed on the fuel tank access door</li> <li>- Installation of the new type of the clamp rings and the fuel tank access doors.</li> </ul>
Ref. Publications:	SAAB Service Bulletin SB-2000-57-033 original issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD.</li> <li>2. The closing date for comments is 04 June 2007.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: <a href="mailto:technical.support@sat.saabgroup.com">technical.support@sat.saabgroup.com</a></li> </ol>