


EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2008-0031 Date: 15 February 2008
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.	
Type Approval Holder's Name : Saab AB, Saab Aerosystems (Saab Aircraft AB)	Type/Model designation(s) : SAAB 2000 aircraft
TCDS Number : EASA A.069	
Foreign AD : Not applicable	
Supersedure : None	
ATA 28	Fuel – Wing Tank Fuel Pump Wiring Harness – Replacement & Fuel – Fuel Quantity Indication System (FQIS) Signal Conditioner 28 VDC Supply Wiring – Modification
Manufacturer(s):	Saab Aircraft AB
Applicability:	SAAB 2000 aircraft, 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. In their Letters referenced 04/00/02/07/01-L296 dated March 4th, 2002 and 04/00/02/07/03-L024, dated February 3rd, 2003, the Joint Aviation Authorities (JAA) recommended the application of a similar regulation to the National Aviation Authorities (NAA).</p> <p>Under current European Union 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 (3 402 kg) or more, which have received their certification after January 1st, 1958, are required to conduct a design review against explosion risks.</p> <p>This Airworthiness Directive (AD), which is the result of one of these design reviews, requires a wiring modification of the FQIS Signal conditioner 28VDC supply and replacement of the Fuel Pump harness inside the wing tanks (both LH and RH).</p>
Effective Date:	29 February 2008

Compliance:	<p>Required as indicated, unless already accomplished:</p> <p>Within 72 months after the effective date of this AD, accomplish the following actions:</p> <ol style="list-style-type: none"> (1) Replace the fuel pump harness inside each (both LH and RH) inboard wing fuel tank in accordance with the instructions of Saab Service Bulletin (SB) 2000-028-013 (Modification 6250), including follow-up functional tests; and (2) Modify the wiring of the 28 VDC supply to the Signal Conditioner and 132VP in accordance with the instructions of Saab SB 2000-28-014 (Modification 6251), including follow-up operational test.
Ref. Publications:	<p>SAAB Service Bulletin 2000-28-013 dated 11 October 2007; and SAAB Service Bulletin 2000-28-014 Revision 1 dated 06 November 2007.</p> <p>The use of later approved revisions of these documents 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 accept Alternative Methods of Compliance for this AD. 2. This AD has been published as PAD 08-006 on 14 January 2008 for consultation until 11 February 2008. No comments were received during this period. 3. Enquires regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA; E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact Saab on Telephone: +46 13 185591; Fax: +46 13 184874; or E-mail: technical.support@saabgroup.com