


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-023</p> <p>Date: 04 March 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>SAAB AB, Saab 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>	
ATA 32	Landing Gear – Main Landing Gear (MLG) Shock Strut Actuator Mounting Bracket Attachment Bolts – Inspection
<p>Manufacturer(s): SAAB AB, Saab Aerosystems (formerly Saab Aircraft AB).</p>	
<p>Applicability: Model 2000, all serial numbers</p>	
Reason:	<p>A report has been received of an incident where one of the two bolts attaching the actuator mounting bracket to the MLG Shock Strut was found loose, leading to failure of the other attachment bolt, subsequently resulting in failure of the bracket.</p> <p>This condition, if not detected and corrected, would prevent the MLG to extend to the full down-and-locked position, possibly resulting in MLG collapse upon landing or during roll-out, with consequent damage to the aeroplane and injury to the occupants.</p> <p>To correct this potentially unsafe condition, SAAB has published Service Bulletin (SB) 2000-32-073, describing an inspection of the attachment bolts to detect any loose bolts, follow-up corrective action(s), depending on findings, and the installation of the correct number of washers.</p> <p>For the reasons described above, this EASA AD requires the accomplishment of the actions described in SAAB SB 2000-32-073.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]

<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 12 months after the effective date of this AD, inspect the MLG shock strut actuator mounting bracket attachment bolts and washers in accordance with the instructions of SAAB SB 2000-32-073. (2) If discrepancies are detected as a result of the inspection as required by paragraph (1) of this AD, before next flight, accomplish the relevant corrective actions in accordance with the instructions of SAAB SB 2000-32-073. (3) Within 12 months after the effective date of this AD, unless already accomplished as required by paragraph (2) of this AD, install the correct number of washers at each bolt position in accordance with the instructions of SAAB SB 2000-32-073.
<p>Ref. Publications:</p>	<p>SAAB SB 2000-32-073 original issue dated 26 June 2009, or Revision 01 dated 20 October 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. This Proposed AD will be closed for consultation on 01 April 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 3. For any question concerning the technical content of the requirements in this PAD, 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@saabgroup.com