


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 10-045</b></p> <p><b>Date: 17 May 2010</b></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><b>Type Approval Holder's Name :</b></p> <p>SAAB AB, Saab Aerosystems</p>	<p><b>Type/Model designation(s) :</b></p> <p>2000 aeroplanes</p>
TCDS Number : EASA.A.069	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 55</b>	<b>Stabilizers – Horizontal Stabilizer Upper Spar Cap &amp; Wiring Harness – Inspection / Modification</b>
Manufacturer(s):	SAAB AB, Saab Aerosystems (formerly Saab Aircraft AB).
Applicability:	Model 2000, all serial numbers
Reason:	<p>Corrosion has been found on the upper spar cap of the horizontal stabilizer of SAAB 2000 aeroplanes. The affected areas are those where the electrical wiring harness is located and wired through the lightening holes. The upper spar cap is a primary structural element and is important to the structural integrity of the horizontal stabilizer interface.</p> <p>Corrosion damage in these areas, if not detected and corrected, can result in a starting point for future crack propagation, which would impair the integrity of the horizontal stabilizer upper spar cap structure.</p> <p>For the reasons describe above, this AD requires a detailed visual inspection (DVI) of the LH and RH horizontal stabilizer and the harness installed in the adjacent areas, installation of convoluted tubing on the harness, and corrective actions depending on findings.</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"> <li>(1) Within 12 months after the effective date of this AD, accomplish a DVI of the LH and RH horizontal stabilizer and the harness installed in the adjacent area, and install convoluted tubing on the harness, in accordance with the instructions of SAAB SB 2000-55-013.</li> <li>(2) If, during the DVI as required by paragraph (1) of this AD, corrosion is detected, before next flight, contact SAAB (address indicated in SB) to obtain approved repair instructions and accomplish those instructions accordingly.</li> </ol>
<p>Ref. Publications:</p>	<p>SAAB SB 2000-55-013 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"> <li>1. This Proposed AD will be closed for consultation on 14 June 2010.</li> <li>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: Saab AB, Saab Aerosystems, Bröderna Ugglass gata, SE-581 88 Linköping, Sweden Telephone: +46 13 185591, Fax: +46 13 184874 E-mail: <a href="mailto:technical.support@sat.saabgroup.com">technical.support@sat.saabgroup.com</a></li> </ol>