


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0004</p> <p>Date: 17 January 2011</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 EC 1702/2003, Part 21A.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>	
<p>Type Approval Holder's Name :</p> <p>SAAB AB, Aeronautics</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 29	Hydraulic Power – Hydraulic Accumulator – Replacement
Manufacturer(s):	SAAB AB, Aeronautics (formerly Saab Aircraft AB).
Applicability:	Model 2000, all serial numbers.
Reason:	<p>Three cases of failure have been reported, affecting the same type of hydraulic accumulator as installed on SAAB 2000 aeroplanes, although all occurred on other aeroplane types. The reported cause of these failures has been traced to corrosion. Any of the end parts on the accumulator may depart from the pressure vessel if they are affected by corrosion.</p> <p>This condition, if not detected and corrected, may lead to fatigue failure of a hydraulic accumulator, possibly resulting in damage to the aeroplane and injury to occupants. In addition, a quality issue during the replacement of the base material in the end parts of the accumulator may have affected the service life of the accumulator.</p> <p>To address this unsafe condition, SAAB has introduced a new type of hydraulic accumulator, which is made of stainless steel.</p> <p>For the reasons described above, this AD requires the replacement of all Part Number (P/N) 08 8423 030 1 hydraulic accumulators with stainless steel P/N 40800–2050 hydraulic accumulators and associated structural modifications in the nose landing gear bay.</p>
Effective Date:	31 January 2011

Required Action(s) and Compliance Time(s):	<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, replace all hydraulic accumulators P/N 08 8423 030 1 with stainless steel hydraulic accumulators P/N 40800–2050, and accomplish the associated structural modifications in the nose landing gear bay, in accordance with the instructions of SAAB Service Bulletin (SB) 2000-29-024. (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install a hydraulic accumulator P/N 08 8423 030 1 on that aeroplane.
Ref. Publications:	<p>SAAB SB 2000-29-024 original issue dated 18 November 2009.</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 17 November 2010 as PAD 10-117 for consultation until 15 December 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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, Aeronautics, Bröderna Ugglas gata, SE-581 88 Linköping, Sweden Telephone: +46 13 185591, Fax: +46 13 184874 E-mail: saab2000.techsupport@saabgroup.com.