


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 10-117</b></p> <p><b>Date: 17 November 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, Aeronautics</p>	<p><b>Type/Model designation(s) :</b></p> <p>2000 aeroplanes</p>
<p>TCDS Number : EASA.A.069</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 29</b>	<b>Hydraulic Power – Hydraulic Accumulator – Replacement</b>
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:	[TBD: 14 days after Final AD issue date]

Required Action(s) and Compliance Time(s):	<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, 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.</li> <li>(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.</li> </ol>
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"> <li>1. This Proposed AD will be closed for consultation on 15 December 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, Aeronautics, Bröderna Ugglas 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>