



Airworthiness Directive

AD No.: 2020-0223

Issued: 14 October 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

SAAB AB

Type/Model designation(s):

SAAB 2000 aeroplanes

Effective Date: 28 October 2020

TCDS Number(s): EASA.A.069

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Transfer Valve Installation – Modification

Manufacturer(s):

SAAB AB (SAAB), formerly Saab Aircraft AB

Applicability:

SAAB 2000 aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: SAAB Service Bulletin (SB) 2000-32-081.

Reason:

An occurrence was reported on a SAAB 2000 aeroplane, where the left-hand main landing gear (MLG) collapsed after touchdown, causing severe damage to the aeroplane. During the event flight, despite several attempts to use either normal or emergency procedures, it was not possible to fully retract, extend or lock down the MLG. Although the root cause of this event was not fully confirmed, the conclusion from the investigation was that abnormal behaviour of a transfer valve resulted most likely from the presence of a foreign object, causing a restriction in hydraulic flow.



This condition, if not corrected, could cause further events of transfer valve not functioning properly and subsequent failure to retract, extend, or lock the MLG, possibly resulting in MLG collapse following landing, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, SAAB issued the SB to provide modification instructions to install a new relay, together with relocation of wiring and installation of new wiring, to ensure that, when the emergency extension handle is used, the transfer valve solenoid is energized to force the transfer valve to the 'gear down' position.

For the reason described above, this AD requires modification of the MLG hydraulic transfer valve installation.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

Within 24 months or 3 000 flight hours, whichever occurs first after the effective date of this AD, modify the installation of the MLG hydraulic transfer valve in accordance with the instructions of the SB.

Ref. Publications:

SAAB SB 2000-32-081 original issue dated 11 August 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 28 September 2020 as PAD 20-148 for consultation until 12 October 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: SAAB AB, Support and Services, SE-581 88 Linköping, Sweden,
E-mail: Saab2000.techsupport@saabgroup.com.

