



Date 2017-08-14 Issue 0 Document ID LN-038864

Issued by



Classification Export Control

NOT EXPORT CONTROLLED

Classification Company Confidentiality

COMPANY CONFIDENTIAL

Classification Defence Secrecy

NOT CLASSIFIED

Runway excursion after leakage in hydraulic system, Saab 340, 30 September 2015.

The final report for the subject investigation has been published and the Swedish Accident Investigation Authority (SHK) has forwarded two safety recommendations from the report to Saab AB for consideration and response.

Please find below Saab’s response to the two safety recommendations, number 1 and 2, in the report.

In response to safety recommendation 1.

The report concludes that the root cause of the accident was a broken down lock swivel in the right main landing gear. The affected swivel was not of the improved standard in accordance with Service Bulletin Saab 340-32-142 and had been installed on the aircraft for 29 years. During the incident the aircraft behaved as per type design and an uneventful landing was performed. The runway excursion occurred after the aircraft had come to a safe stop on the runway. The operating procedures for engine shut down published in the Saab manuals, were not applied.

The capacity of the hand pump system is designed to be sufficient for its intended use. Based on the safety recommendation from the Dutch Safety Board and to further emphasize the importance of adhering to the Saab published operating procedures, Saab has elected to incorporate a paragraph in the Expanded Abnormal Checklist for Hydraulic Fluid Loss in the Aircraft Operation Manual (AOM). The paragraph provides information about:

- That the emergency hydraulic hand pump system is adequate to perform a normal safe landing and stop
- That the fluid is however limited and that unnecessary braking or nose wheel steering therefore should be avoided
- The safest method for engine shut down is to use the fire handles
- That the aircraft should be stopped at the runway and the crew should request towing

The referenced paragraph was incorporated in the revision published June 01, 2017. A copy of the revised page is enclosed.

Distribution list

Recipient Dutch Safety Board Copy to: SHK



SAAB

Date	Issue	Document ID
2017-08-14	0	LN-038864

Issued by



Classification Export Control

NOT EXPORT CONTROLLED

Classification Company Confidentiality

COMPANY CONFIDENTIAL

Classification Defence Secrecy

NOT CLASSIFIED

In response to safety recommendation 2.

Saab AOM forms basis for training organizations providing basic and recurring training for Saab 340 pilots. The referenced information above, incorporated in the Expanded Abnormal Checklist for Hydraulic Fluid Loss, will thereby be made available for training organizations for use in future training for the Saab 340 pilot community.

Sincerely,



Manager Flight Safety &
Accident Investigations

This document and the information contained herein is the property of Saab AB and must not be used, disclosed or altered without Saab AB prior written consent.