



HYDRAULIC FLUID LOSS

- A large number of hand pump strokes are required for flap and landing gear operation.
- Stroke resistance characteristics vary from very light to rather heavy.
- Position of handpump selector is important. Small adjustments to these positions might be necessary to achieve enough pressure.
- A large number of hand pump strokes and continuous pumping is required to achieve and maintain enough brake pressure.
- Normal action with a faulty hydraulic pump is to tow the aircraft on ground. It is a challenging task to taxi on ground with just the handpump as pressure source.
- Direct entry into this procedure is when Hydraulic Quantity is low. The majority of Hydraulic fault related procedures refers to this procedure for Landing Gear, Flaps and Brake operation.
- Even though emergency extension does not require the Landing Gear handle to be selected down it shall be selected down for the obvious reason of agreeing with the Landing Gear position. It is also required for anti-skid function.
- Maximum speed for gear normal or emergency extension is 200 KIAS.
- The operational capability of the emergency hydraulic system (hand pump system) is adequate to perform a normal safe landing and stop. The amount of fluid is however limited and unnecessary braking or nose wheel steering should be avoided during the landing roll out to make a safe stop on the runway. The safest action is to shut down engine, using the fire handles, park the aircraft on the runway and request towing.