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Classification Export Control

**NOT EXPORT CONTROLLED**

Date

20/11/2019

Issue

1

Classification Company Confidentiality

**INTERNAL**

Classification Defence Secrecy

**NOT CLASSIFIED**

Document ID

LN-053151

This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

## **SAAB Aeronautics' response to the Swedish Accident Investigation Authority regarding safety recommendations issued in Final Report RM 2019:02, RM 2019:02 R4 and RM 2019:02 R5**

### **1 RM 2019:02 R4**

Saab Aeronautics has analysed flight profiles/speeds to maximise flight time after, e.g., a serious engine disturbance/engine failure. The analysis has led to a recommended speed in order to maximise flight time/distance depending on aircraft mass. Airplane Flight Manual/Flight Operational Manual will be updated in 2020 in accordance with the regular schedule for manual revision.

### **2 RM 2019:02 R5**

Saab Aeronautics has analysed the possibilities of extending the APU running time after take-off and extending the APU running time prior to landing. Saab Aeronautics has decided not to alter the APU activation logic.

- An extended APU running time after take-off and an earlier APU start prior to landing would limit the operational behaviour in an unacceptable manner, as the maximum speed and the maximum possible load factor are significantly limited when the APU is running.
- An extension of the APU running time after take-off or an earlier APU start prior to landing would make a negligible contribution to increasing safety, as the additional time (when the running APU would contribute to a quicker engine restart) is very short. Saab Aeronautics' experience of the engine's (RM 12) resilience to disruptions (bird collision/pumping etc.) is also very good.

Note. In the crash of aircraft 39.252, a doubled APU running time, for example, would not have affected the course of events in any regard.

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IN 5000362-105 Issue 1