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**SAAB Aeronautics’ response to the Swedish Accident Investigation Authority regarding safety recommendations in final report RM 2021:01, (RM 2021:01 R4 and RM 2021:01 R5)**

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.

**RM 2021:01 R4**

The recommendation will be dealt with in two stages:

1. In 2022 a correction with descriptive texts will be introduced in ‘Flight Manual’ (FM) when updating K1 block 2.1. This correction does not concern FMAN (emergency checklist) texts in aircrafts or the emergency checklist in FM.
  
2. In order to improve the logic in accordance with, among other things, SHK recommendation (RM 2021:01 R5 and linked to RM 2021:01 R1/2), Saab has started a development assignment, ‘Correction of OBOGS/BEOS logic’. This concerns update/revision of the logic design, alarm, alarm texts in FMAN, emergency checklist, publications (‘General Description Publication’ [GDP]/ ‘Detailed Description Publication’ [DDP] and FM, as well as the Swedish Armed Forces’ ‘Aircraft Operation Manual’ [AOM]). The purpose of the assignment is to achieve a clear and stringent warning logic with correct descriptions of the system’s governing parameters and functions. The goal is for this assignment to be completed in 2024.

**RM 2021:01 R5**

The recommendation will be dealt with in two stages:

1. The basic documentation for AOM will be updated in K1 block 2.1 (delivery during 2022).
  
2. Update of GDP and other affected publications is being carried out for 2024, coordinated with a review of logic change in accordance with stage 2 (RM 2021:01 R4) above.

**Distribution list**

Recipient Swedish Accident Investigation Authority
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**Authorisation**

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