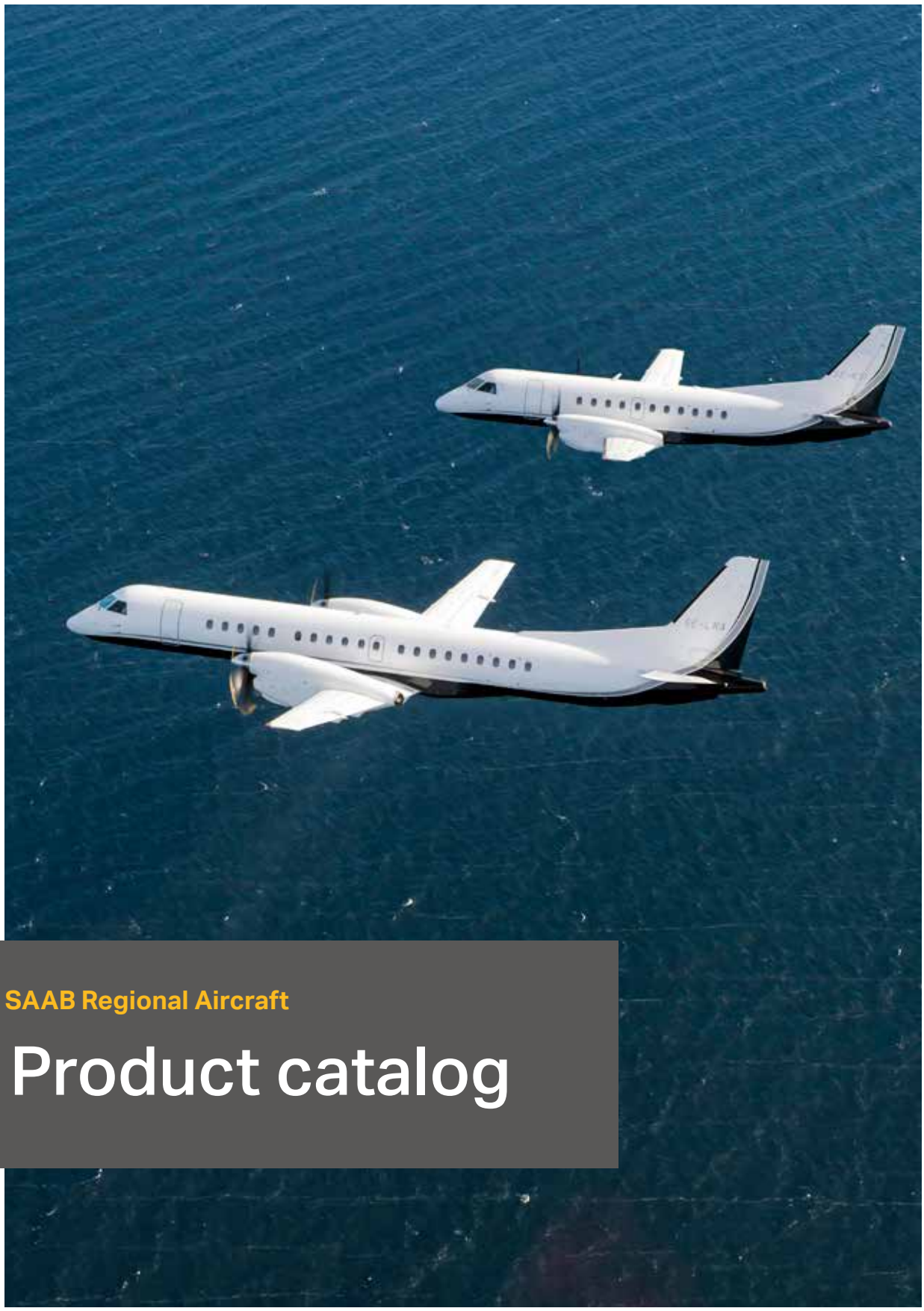
SAAB



SAAB Regional Aircraft

Product catalog

Your needs, our capabilities

As the original designer and manufacturer of the Saab 340 & 2000 aircraft, we are in a unique position to offer a complete support package tailored to your needs. Our customers can rely on our deep knowledge and unmatched Saab experience to aid them, whatever operational challenges they may face.

Saab Regional Aircraft can provide a comprehensive support offer including spare parts, training, technical publications, technical services, repair & maintenance services, aircraft modifications etc.

We are here to support all Saab 340 & 2000 operators.

Spare parts support

Saab Regional Aircraft has the world's largest inventory of Saab 340 and Saab 2000 spare parts, in depots located in Europe and USA.

Spare parts assortment
Saab Regional Aircraft offers a wide assortment of Saab 340 & 2000 aircraft spares.

The assortment covers Vendor Expendables, Vendor Repairables, Saab Proprietary Parts and Ground Support Equipment (GSE).

A variety of certain products can be offered in separate customer agreements, for example Pitot Tubes, De-Icer Boots, Windshields/ Windows, etc.

Provisioning service
In order to assist the customer in optimizing the spares holding from both a technical and economic standpoint when starting a new operation, Saab Regional Aircraft can offer a spares recommendation based on many years of experience.

Whenever the customer sees a need for re-provisioning, Saab Regional Aircraft can upon request provide a recommended spare parts list.

Rental service
Rental is available for certain parts and GSE to assist the customers during special maintenance or during repair of parts.

24-hour Assistance
A timely and optimized supply of spares is essential to secure maximum dispatch reliability and economy for a customer.

Saab Regional Aircraft provides an AOG support service round-the-clock, through one phone number.

Parts Assortment Sale
An assortment of aircraft spares is offered. An itemized price catalogue is available by request. The assortment covers:

Vendor Expendable and Repairable Parts
Most of the vendor expendable and repairable parts of the Saab 340 & 2000 are available for purchase through Saab Regional Aircraft. Engine and engine related parts and interior parts are generally supported directly by the individual Original Equipment Manufacturers.

Proprietary Parts
All proprietary parts for the Saab 340 & 2000 are available for purchase at Saab Regional Aircraft. Some are in stock, others are quoted with the manufacturers lead time.

Ground Support Equipment, including Test Equipment and Tools.
A large assortment of Ground Support Equipment (GSE) is available for purchase at Saab Regional Aircraft. A selected number of GSE is also available on a rental basis. If required, Saab Regional Aircraft can calibrate and repair a customer's GSE.

Initial provisioning
In order to assist the customer in optimizing the spares holding from both a technical and economic standpoint when starting a new operation, Saab Regional Aircraft offers a spares recommendation based on many years of experience and comprehensive optimization models.

PPG windshields

The PPG windshields and cockpit windows are constructed of three glass plies for unmatched durability, exceptional fit in the airframe and greater resistance to delamination.

HERCULITE® II chemically strengthened glass is used for its high strength-to-weight ratio to produce a durable transparency that is comparable in weight to acrylic. The all-glass designs meet the challenging operating environment for the Saab 340 and Saab 2000.

Surface seal coating included
Surface Seal hydrophobic coating dramatically improves the ability of the windshields to shed water, providing the ultimate in visibility for pilots during wet conditions, reducing the use of wipers. This will extend the service life of both the wipers and the windows.

When ordering your PPG windshields from Saab, they are already Surface Seal-coated by the PPG professionals at the factory, included in the price.

Extended warranty
When ordering PPG windshields from Saab, your warranty will be extended to a total of 36 months after installation (maximum 48 months from delivery).

De-ice boots

Saab & Goodrich provide Saab operators with cost-effective replacement of their pneumatic De-ice boots.

Goodrich De-icing invented De-ice boots over 80 years ago and this expertise has been carried over to de-ice boots that have been field-proven to offer dependable protection in icing conditions on thousands of aircraft worldwide.

Achieve better cycle life and lower overall cost of operations through superior material, hand-crafted quality boots that installs quickly with Goodrich patented FASTboot®.

FASTboot®
Goodrich patented FASTboot® pneumatic de-icers take the guesswork out of de-icer installation. The pre-applied adhesive provides a smooth and consistent de-icer bond at a fraction of the time needed for application of standard de-icers.

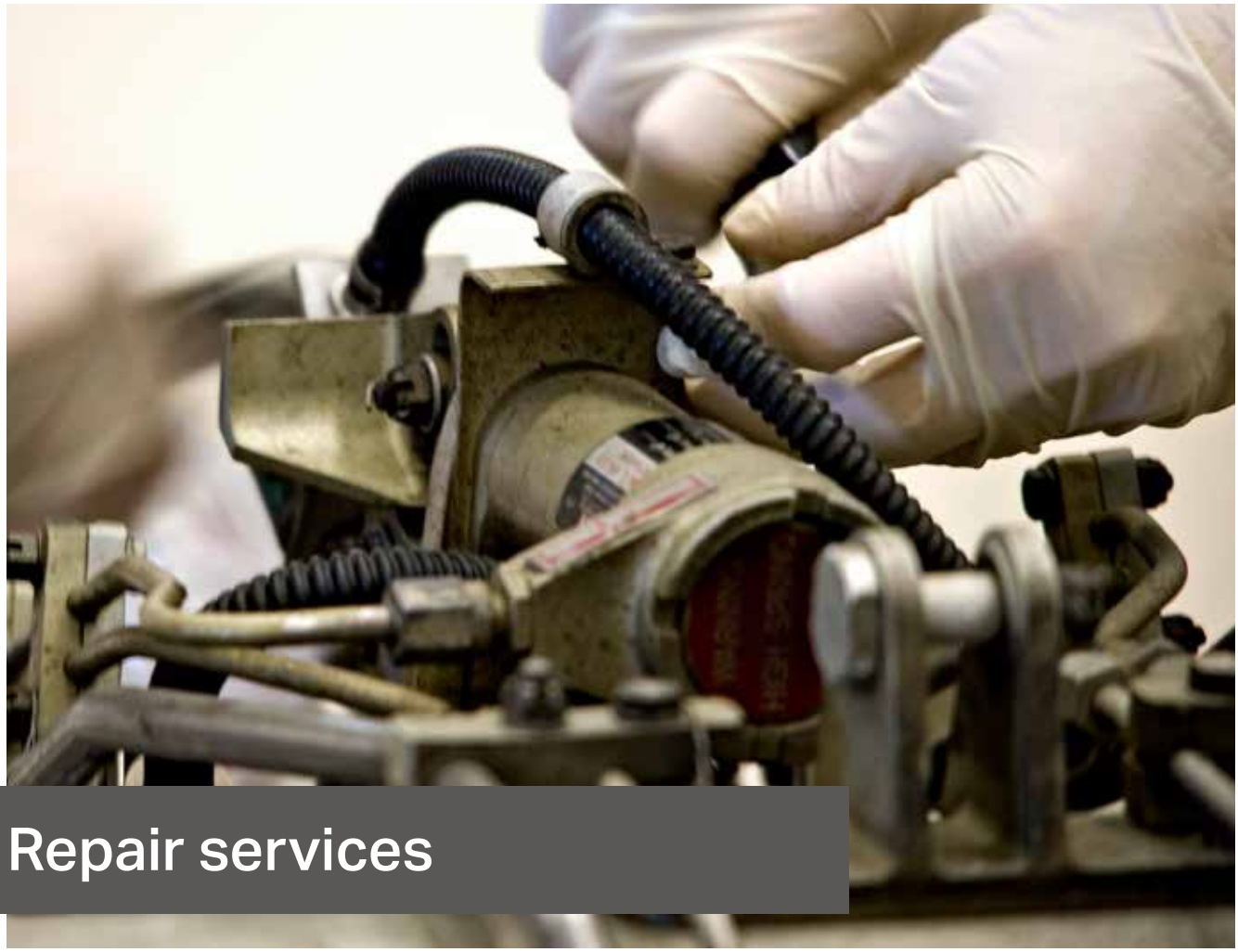
Reduced environmental impact
An added benefit from using the Goodrich FASTboot® de-icers is the reduced environmental impact. As the adhesive is pre-applied, the hazardous waste handling normally associated with changing de-ice boots is eliminated.

Pitot tubes

Saab & GKN have worked hard to bring down the cost of pitot tubes and can offer this OEM part at a competitive price.

Using an OEM part ensures the quality and the reliability of the component as a part of a flight critical system.

OEM manufactured Pitot Tubes ensure that the part is fully covered in Saab's Manuals, provides the highest possible reliability with the most reduced failure rates and is certified to Saab aircraft specific icing requirements (beyond standard TSO requirements).



Repair services

Repair management of rotable aircraft components is a serious task, with many potential obstacles and major costs involved. Considerable time is required to monitor the large number of repair shops needed to maintain the assortment of rotable components. Actual repair costs often vary from one repair to another, making budgeting and cash flow management difficult. The small volume of business that a single airline can provide to a repair shop also impacts pricing levels.

Investing in an inventory of components to sustain the operation can also be a burden. All these issues must be matched against the cost of cancelled flights.

Saab offer different logistics alternatives to support your operation. Aircraft parts repair service agreement provide you with a service of component maintenance paid per flight hour. Should you wish to deal with repair costs as they arise, but still prefer a single reliable source of supply, Saab can offer you the Parts Exchange Sales (PES).

Aircraft parts repair service agreement
The program offers an exchange service of certain repairable parts. The complete program comprises between 250 and 300 different parts and is provided under the term of a fixed price per aircraft flight hour. It offers all the necessary service and support on repairable parts to run a safe, reliable and cost effective operation.

Parts Exchange Sale (PES)
This is a quick way to replace a part. A serviceable component is delivered at a fixed price (PES) or with a fixed exchange fee plus repair cost for the failed exchange component.

The PES assortment covers most repairable components that are economically viable to repair (subject to stock availability). Among the 300+ parts you will find everything from sensors and fans to landing gear struts. Looking for a flexible solution to optimize your supply chain? Let Saab provide your answer.

Commercial repairs
Saab Regional Aircraft also accepts orders for maintenance and repair of repairable parts and takes responsibility for the administration of having it sent to a repair station or the original manufacturer.

Saab Regional Aircraft provide fixed price commercial repair contracts on parts agreed between customer and Saab Regional Aircraft.

Rental
Rental is available for certain parts and GSE to assist the customers during special maintenance or during repair of parts.

Recurring provisioning
Whenever the customer sees a need for re-provisioning, Saab Regional Aircraft will upon request, provide a recommended spare parts list.

24-hour Assistance
A timely and optimized supply of spares is essential to secure maximum dispatch reliability and economy for a customer. Saab Regional Aircraft has strategically located spares depots and provides service round-the-clock. AOG orders are available through one phone number.

Major advantages of a repair service agreement

- **Fixed maintenance cost per FH = Controlled cash flow**
- **Advance exchange in AOG or critical situations**
- **Access to regional pool of exchange parts**
- **Reduced freight charges**
- **Reduced inventory**
- **Reduced administration**
- **High modification standard on components**
- **Reliability improvements working together with our technical support**
- **When needed, DER & PMA in order to avoid obsolesence, high cost and better repair support**
- **Reduced turnaround time**
- **Complete logistic and technical support**
- **Saab will manage the complete supply chain**

Customer training

Since 1993, Saab AB, Customer Training has offered expert Saab 340 & 2000 training. We can offer highly qualified instructors with experience in design, testing, production, maintenance and training. Our courses have been conducted worldwide and we take pride in our satisfied customers.

About us
The Saab AB, Customer Training organization has been providing high quality OEM/factory training with a wide range of courses since 1993. We have conducted training in Europe, North and South America, Africa, Asia and Australia.

Since 2005 we are EASA Part 147 approved by the Swedish Authority (SCAA) for our Saab 340 B1, B2 and B1+B2 and the Saab 2000 B1, B2 and B1+B2 Type/Initial Courses.

In addition to the EASA Part 147 approved courses we can provide the Saab 340 MT2 2-week and the Saab 2000 MT2 3-week Type/Initial Courses. We can provide both theoretical and practical training.

In addition to the above specified courses we can supply tailored technical courses based on customer needs, such as Technical System Courses both for technicians and pilots, Trouble Shooting Courses, AEW Derivative Courses or other Customized Courses.

Type/initial courses
EASA Part 147 Approved Courses.
- Saab 2000 B1+B2 (23 days)
- Saab 2000 B1 (20 days)
- Saab 2000 B2 (18 days)
- Saab 340 B1+B2 (20 Days)
- Saab 340 B1 (18 days)
- Saab 340 B2 (15 days)

Practical Training Courses
- Saab 340 (10 days)
- Saab 2000 (10 days)

Non EASA Type/Initial Courses
- Saab 2000 MT2 (15 days)
- Saab 340 MT2 (10 days)

OTHER COURSES
- Saab 340A/B FAM Familiarization Course (3 days)
- Saab 2000 FAM Familiarization Course (3.5 days)
- Saab 340A/B Brush-Up Course (4 days)
- Saab 2000 Brush-Up Course (5 days)
- Saab 340A/B Engine Run Course (1-2 days)
- Saab 2000 Engine Run Course (1-2 days)
- Saab 2000 Troubleshooting Course (2,5 days)
- Saab 340 Pilot System Course (3 days)
- Saab 2000 Pilot System Course (3 days)

Customer quotes

"Just awesome, really liked it"
(Scotland)

"Two of the best instructors I have ever had"
(USA)

"Thank you, it was really great"
(South Africa)

"Very good instructors"
(Bahamas)

"Best aircraft system training course in my career"
(USA)

"Outstanding instructors taught and explained every subject where the whole class understood it"
(USA)

Upgrades & modifications

We offer a range of standard optional modifications and functions for the saab 340 & 2000.

Being the original manufacturer of the Saab 340 & 2000, we can call on the unmatched experience and expertise of our design and development engineering department to create modifications and upgrades no other supplier can match.

Modifications made by Saab are available as Saab OEM service bulletins making modified aircraft fully transferrable between countries as well as enables the long term support of the aircraft..

Saab as a design organization holds several design approvals from airworthiness authorities. The Design Organization Approval (DOA) gives the company the right to maintain and develop the Saab 340 & 2000 under the Type Certificate.

Saab also has a RML (Swedish Military Design Organization Authorization) for the work with military aircraft, e.g. the Saab 340 AEW derivative in service with the Swedish Air Force.

The design and development degineering services create state of the art solutions for the benefit of our customers.

Saab can provide a wide range of modifications. Some of the current focus areas are;

Interior enhancements

Mandates and operational requirements

Performance based navigation
Reliability improvements/Cost savings

In addition to these, customer specific modifications can be developed based on specific requirements from the operators.

Upgrade some critical components

The airline industry is all about selling seats. How passengers percept your airline ultimately depends on their in-cabin experience. That is why comfortable seats in a fresh looking cabin are crucial to your "bottom" line.

The ACRO seats are lighter, cheaper to maintain and will increase the available legroom considerably raising your passengers comfort level.

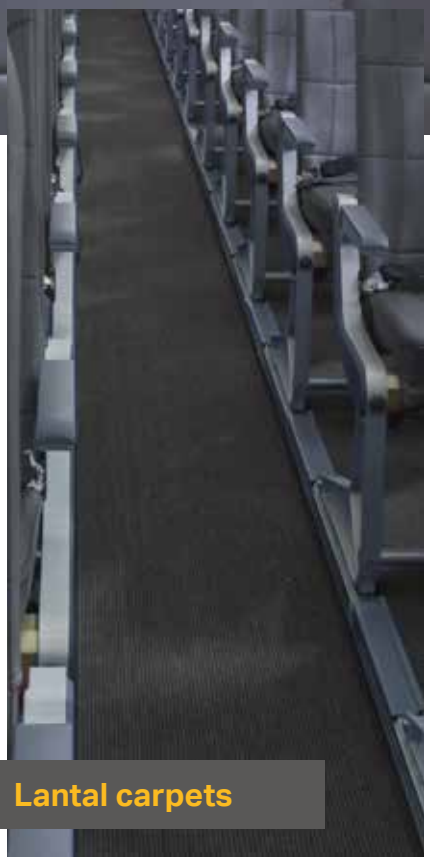
Another component vital to your cabin's appearance is the lighting. Switching from fluorescent tubes to LED-lights will rejuvenate your passenger's flight experience with it's crisp, bright clean look.

Upgrading to LED-lights will also reduce maintenance costs, power consumption and installed weight while at the same time increasing safety by eliminating ballasts.

The final piece of the puzzle is to fit our new, light-weight carpet that will not only save weight but also cut down on maintenance due to its excellent durability and quick installation.

ACRO Seats

Interior LED Lights



Lantal carpets

ACRO Seats

Many Saab 340 & Saab 2000 aircraft have been flying for decades. Upgrading the seats will make a huge difference to how your customers perceive the cabin, and ultimately you as an operator. The new seats have a slim-line, ergonomic seat back that cradles and supports the passenger as he or she sits comfortably against the seat cushion.

Lower maintenance cost
The seat covers are made of E-Leather, an elegant looking material that combines the appearance and feel of leather with the consistent high performance attributes of a man-made material. This means that it is robust and hard-wearing, easy-care, hygienic and will have a substantially longer service life than traditional leathers. The seat design includes fewer, less expensive spare parts which also lowers maintenance costs.

Reduce weight
Depending on your current seats, installing the new ACRO seats will reduce the seat weight by 15-25%, or up to ~105 kg for a 33-seat Saab 340 (~110 kg. for a 50-seat Saab 2000). This weight reduction allows you to save fuel or increase cargo/fuel load.

Give extra legroom
Due to their slim design and the seat-front location of the support spar, installing ACRO seats will instantly increase your passengers legroom by about 6 cm giving them ample space to enjoy their flight.

Seat versions
There are three versions available of the new seats; Ultra Fixed (rated at 16G), Ultra Recline (16G) and Superlight Fixed (9G).

Service bulletin
The ACRO seat is available in a Saab OEM service bulletin making modified aircraft fully transferrable between countries.

Key features

- **Reduce your seat-weight by 15-25% compared to old seats.**
- **Slim-lined ergonomic seat.**
- **Durable material that lasts longer than traditional leather before needing refurbishment.**
- **Fewer, less expensive spares**
- **6 cm extra legroom.**
- **Less complicated design leads to increased reliability.**
- **Available in a Saab OEM service bulletin, modified aircraft are fully transferrable between countries.**

Ultra fixed/Ultra recline

Superlight fixed

Weight savings

Seat weights	Single	Double
Ultra fixed (rated 16G)	13,5 kg.	23,0 kg.
Ultra recline (rated 16G)	14,2 kg.	23,2 kg.
Superlight fixed (rated 9G)	12,4 kg.	20,0 kg.
Typical old recline (rated 16G)	15,3 kg.	27,7 kg.

Typical weight save
(depending on original seat)
340 Old seat > Superlight fixed: 106,0 kg
2000 Old seat > Ultra fixed: 108,7 kg
2000 Old seat > Ultra recline: 94,1 kg

Bruce Interior LED lighting

The quality of your aircraft's ambient lighting is key to a calming on-board environment. The improved color temperature and increased light flow from LED lighting compared to fluorescent tubing will transform the interior and improve the customer experience which in the long run translates into increased customer loyalty – and profit for your business.

Long lifespan - reduce maintenance
With a specified minimum of 60.000 hours use without color shift or light output degradation, the maintenance cost for your aircraft will be reduced when switching to LED's.

Reduce environmental impact
LED lighting systems are environmentally and ecologically friendly.

Simple modification
The LED's mount inside the current fittings. In the Saab 340 the lighting system is powered with 28 volts. LED-lighting can be installed without any changes to the system. The ballasts will be replaced with harnesses. The Saab 2000 requires some reconfiguring of the window and optional cove lights.

Reduce power consumption
Power consumption is reduced from 8 watts per 12 inch tube to just 5.1 watts. This reduction by roughly 35% translates to a total of 120 watts for a typical Saab 340 installation and 200 watts for a Saab 2000. Using less power will also be beneficial from a heat perspective, reducing the strain on air conditioning systems.

Increase durability
LED's are more robust than fluorescent tubing, especially when subjected to large swings in temperature and humidity plus vibration. Damages to fittings as a result of changing tubes will also be reduced due to the LED's longer service life.

Eliminate ballasts - increase safety
Because the LED's run directly off 28V DC aircraft power, there is no need for ballasts. Installing LED´s will therefore increase the level of safety in your aircraft.

Service bulletin
The LED modification is available in a Saab OEM service bulletin making modified aircraft fully transferrable between countries.

Key features

- 60.000 hours with no color shift or light output degradation.
- Lower power consumption, from 8 to 5.1 watts per tube.
- Simple modification.
- Less fragile than fluorescent tubes.
- Environmentally friendly.
- Eliminates ballasts - increased safety.
- Available in a Saab OEM service bulletin, modified aircraft are fully transferrable between countries.

Lantal carpets

The new Lantal carpet has a conditioned weight of 1.200g/m2 shedding up to 7,8 kg. compared to other carpets when installed in a Saab 2000 and 4.6 kg. in a Saab 340.

Tough and durable
The ultra-light carpet is very durable to withstand everyday wear and tear for many flights.

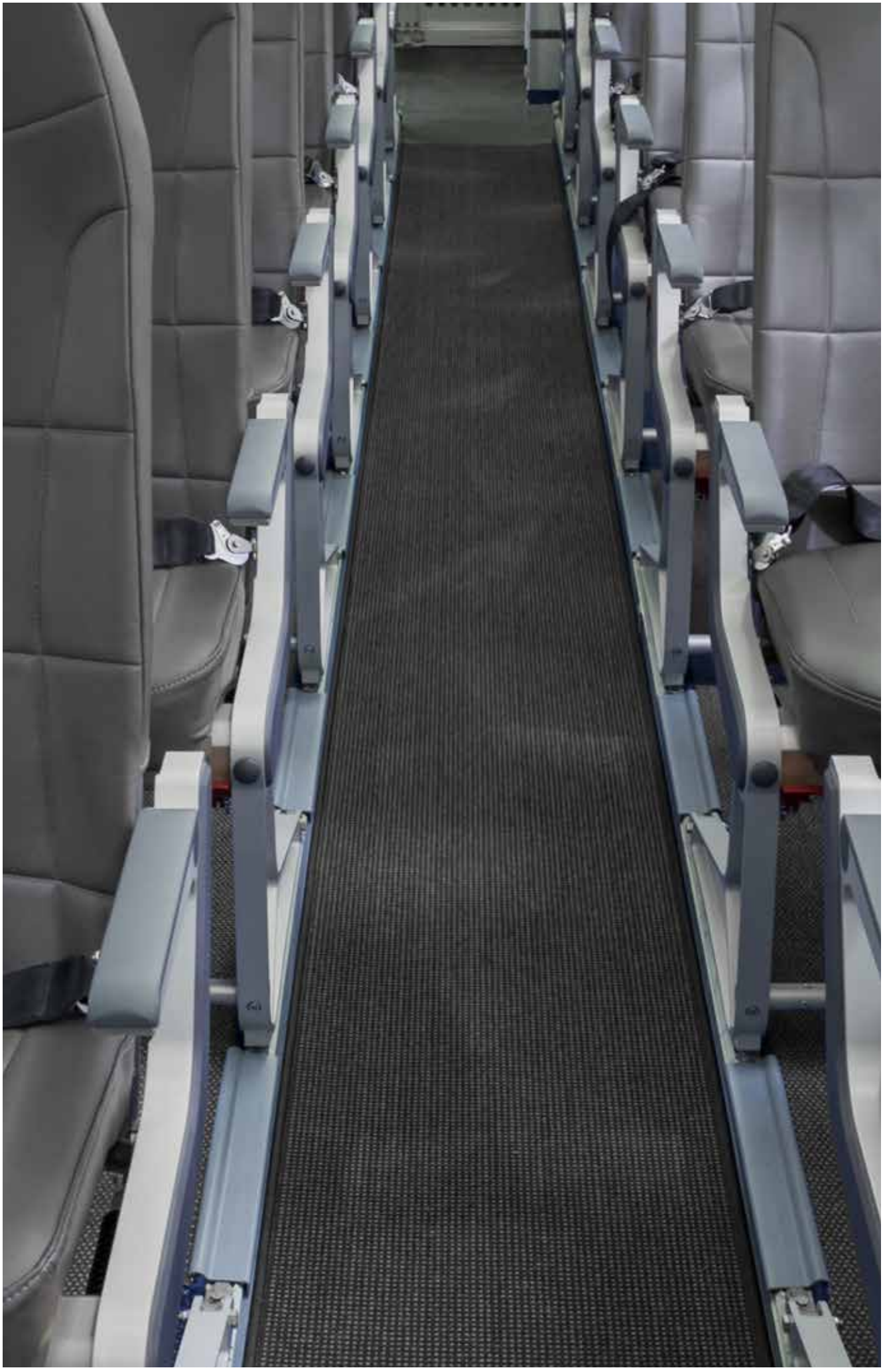
Eliminate static
This is the first aircraft carpets whose electrostatic propensity permanently remains well below 1 kV at 10% humidity. This means that uncomfortable, potentially electronics zapping electrostatic discharges caused by aircraft carpets are virtually a thing of the past.

Flammability, smoke/toxicity
Lantal carpets are permanently flame resistant in accordance with FAR 25.853, 12 sec. vertical and meet the Airbus and Boeing specifications for smoke and toxicity.

Convenient installation
The non-woven backed carpet can easily be removed and reinstalled. No cleaning of the cabin floor is required for carpet replacement.

Key features

- Minimized weight: 1.200 g/m^2
- Excellent service life.
- Easy and expedited replacement of carpet.
- Excellent electrostatic properties even at 10% rel. humidity.
- Compliance with all airworthiness requirements.
- Available in a Saab OEM service bulletin, modified aircraft are fully transferrable between countries.



LCD cockpit display

Saab and Thomas Global Systems offer Saab 340 operators a long-term, cost-effective cockpit display solution that reduces avionics maintenance costs, downtime and obsolescence issues.

Lower cost, increased reliability
The TFD-8601 represents an innovative, cost effective, plug and play LCD upgrade for Rockwell Collins EFD-86 CRT displays.

The practical upgrade offers owners and operators compelling financial and technology benefits, starting with lower costs and increased reliability compared to aging CRT-based displays. Importantly, the potential for CRT obsolescence is eliminated, allowing operators to get the most out of their existing airframe investment and avoid costly cockpit upgrades.

Instant conversion
The TFD-8601 offers instant conversion (minimum downtime for installation), with no requirements to retrain crews or change existing cockpit panels or wiring. The innovative Thomas ADA 2.0™ Adaptive Display Architecture provides a growth path for additional functionality.

Key features

- Form, fit and function drop-in
- High performance, high resolution AMLCD with LED backlight
- High MTBF – lower cost of ownership versus CRTs
- Plug and play with existing CRT units
- Instant conversion, no downtime for installation
- No changes to cockpit panels or wiring
- No pilot retraining required
- Eliminates threat of CRT obsolescence and maximises airframe life
- Avoids expensive cockpit upgrades
- Significantly lighter and reduced power consumption
- Advanced Thomas ADA 2.0™ Adaptive Display Architecture offers potential for additional functionality
- Available on a Saab OEM service bulletin and thereby part of the TC
- Modified aircraft are fully transferable between countries

Electronic flight bag provisioning

Instead of carrying heavy flight bags packed with manuals, navigation charts, logbooks, check-lists and other documents, you can pack it all into your C-PED. Making it instantly available and only a fingertip away.

Instead of carrying heavy flight bags packed with manuals, navigation charts, logbooks, check-lists and other documents, you can pack it all into your PED. Making it instantly available and only a fingertip away.

Today, any controlled PED can store, catalogue and bookmark information to provide quick and easy access before and during flights. Flight plans, weather information and other vital information can be studied and updated close to boarding and take-off. During flight quick access to information means that safety and security issues can be handled more rapidly and precise.

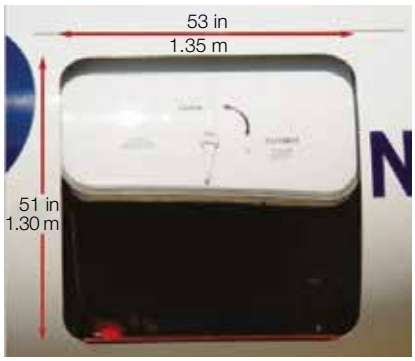
The solution
Saab can provide a service bulletin kit for provisioning to the installation of a Controlled PED (C-PED). The kit includes structural reinforcement and attachment to the arm linkage for the holder of a C-PED, and two power supply connections. The AFM/AOM documentation is available in "pdf" format for uploading to the C-PED.

Decompression and EMI test documentation may be provided for C-PED to support the operational approval process

NOTE: C-PED and arm linkage including holder is not included and considered BFE (carry-on equipment). This is COTS equipment. Recommended part numbers will be advised in the service bulletin and positioning will be detailed in AOM procedure.

Key features

- **Over current/over voltage protection in compliance with RTCA standards**
- **Recognizes your specific PED and charges to the maximum allotted speed for the device**
- **LED over current indication light .**
- **Fulfills the 5V power supply maximum, 2.2 A steady state output requirement**
- **Charges the majority of phones, tablets, and eReaders including: Apple, Android, Windows, Amazon, Samsung, Asus, Lenovo, and more- including all generations of iPhones, iPads, and iPods.**



Saab 340 A/B Cargo

Convert the Saab 340 into a world class freighter.

Reduce weight
Saab offers service bulletins for the Saab 340A and collaborate with Worldwide Aircraft Services LTD on their STC for the Saab 340 B to convert them into a cargo aircraft that will continue performing just as efficiently as the airliner version.

The Saab 340 is known globally as a real workhorse with its durable, damage tolerant and reliable design. These qualities, along with its turboprop efficiency, high reliability and low operating costs are perfect for a cargo aircraft.

The Saab 340A/B Cargo is Class E certified which means that fire extinguishers are not necessary except for a small hand unit. Smoke detectors are fitted and a smoke curtain protects the cockpit. Class E certification also allows the aircraft to be operated with just two pilots. No fire guard is required in the cabin area.

Free loading design
The vertical cargo nets are certified to resist a 9G crash load, which allows for bulk loading without tie down. Optional blind windows save time and money on window inspection tasks.

Climate control in the cabin
Parts of the air distribution system are kept to enable climate control in the cabin. This allows for perishable items, such as flowers or animals, to be transported. The air temperature is controlled using two inlet ducts and temperature sensors.

Key features

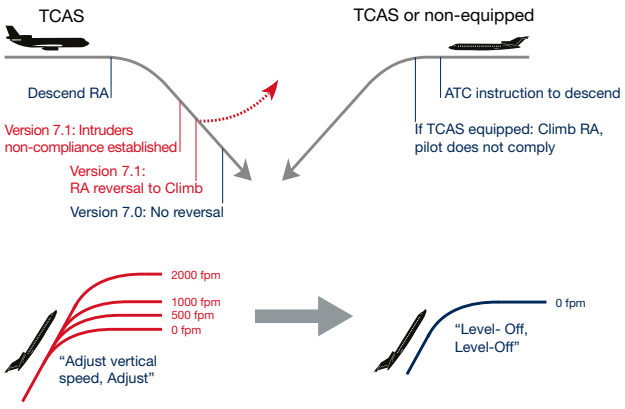
- OEM developed service bulletins
- Smoke barrier between crew area and cargo compartment
- New cargo liner panels
- Smoke detection system
- Free loading design with 9G cargo nets
- Retained cabin air flow and temp sensors

Comparison	Saab 340A	Saab 340B
MTOW	12 925 kg (28 500 lbs)	13 605 kg (30 000 lbs)(1)
MZFW	11 660 kg (25 700 lbs)	12 020 kg (26 500 lbs)
Gross structural payld.	3 855 kg (8 500 lbs)	4 125 kg (9 100 lbs)
Cargo Volume	36 m^3 (1 270 ft^3)	36 m^3 (1 270 ft^3)
Range(1,2)	815 km (430 nm)	1 280 km (730 nm)

1) Requires MTOW increase service bulletin compliance
2) Calculated with long range cruise and FAR reserves; 45 min holding and 100 nm diversion.

TCAS 7.1

Depending on your aircraft's existing TCAS system, Saab now offers a software or combined software/ hardware upgrade to comply with the EASA mandate and will provide a service bulletin.



Software or hardware upgrade?
Aircraft equipped with Collins TTR-921 or Honeywell TCAS-2000 will only require a software update although upgrading the hardware as well will give you additional benefits listed below. Aircraft equipped with Collins TTR-920 must replace their hardware, installing the TCAS 3000SP.

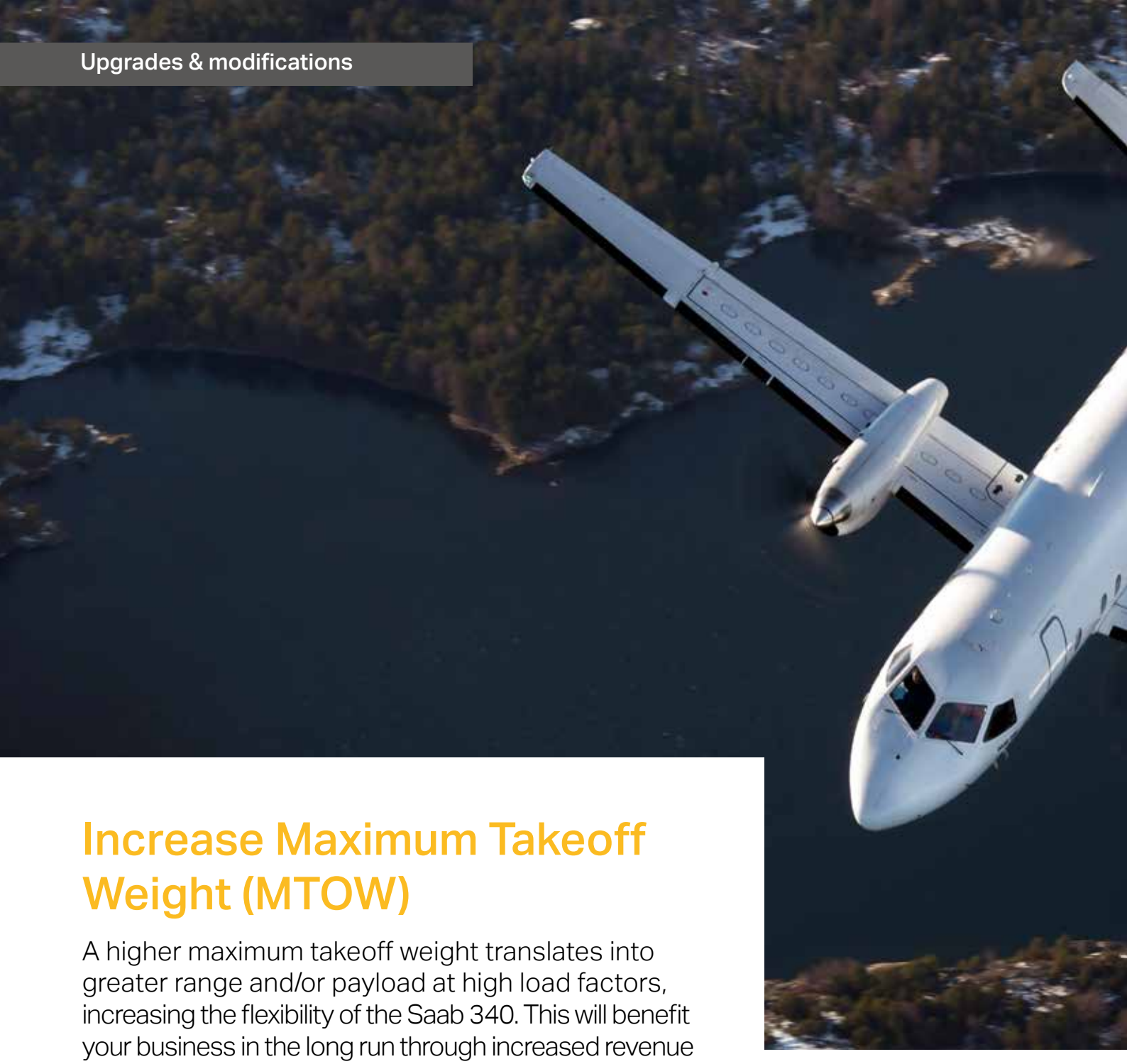
Software upgrade
The software upgrade will update TCAS 7.0 software to 7.1 and includes a Saab service bulletin (required for compliance).

Hardware upgrade - TCAS 3000SP
The TCAS 3000SP (Surveillance Processor) is based on ACSS's very successful TCAS II/2000 product line with more than 15,000 units delivered and proven reliability. The new system delivers industry-leading TCAS II capability.

The TCAS 3000SP delivers enhancements in reliability and computing power to handle the most demanding applications, including the mandated Change 7.1 enhancement and Airborne Separation Assurance System (ASAS) upgrades. It also delivers industry-leading TCAS II capability including provisions for ADS-B In.

The TCAS 3000SP provides appreciable operating cost savings through reduced weight and power dissipation. Other features include an internal data recorder with external PC-based data analysis tool, maintenance aurals and the ability to perform easy on-board software uploads using a built-in compact flash port.

Saab service bulletin
Using Saab service bulletins for the installation is not only preserving the value of your aircraft, it also ensures you full support in the future and full updating of relevant aircraft manuals, including flight operational manuals. Modified aircraft are also fully transferrable between countries.



Increase Maximum Takeoff Weight (MTOW)

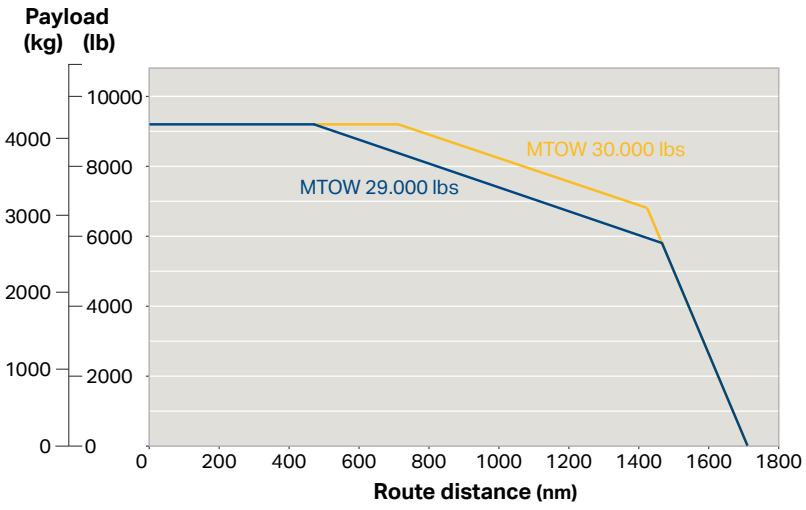
A higher maximum takeoff weight translates into greater range and/or payload at high load factors, increasing the flexibility of the Saab 340. This will benefit your business in the long run through increased revenue potential and a possibility to reduce cost when flying into airports where fuel is at a premium.

Increasing the Maximum Takeoff Weight to 30.000 lbs is made by purchasing a Saab service bulletin and is available for Saab 340B/B+ aircraft without extended wingtips (For Saab 340A there is an available SB increasing MTOW by 500 lbs). No physical alterations to the aircraft is needed.

This modification has a number of positive effects on the way you can operate the Saab 340:

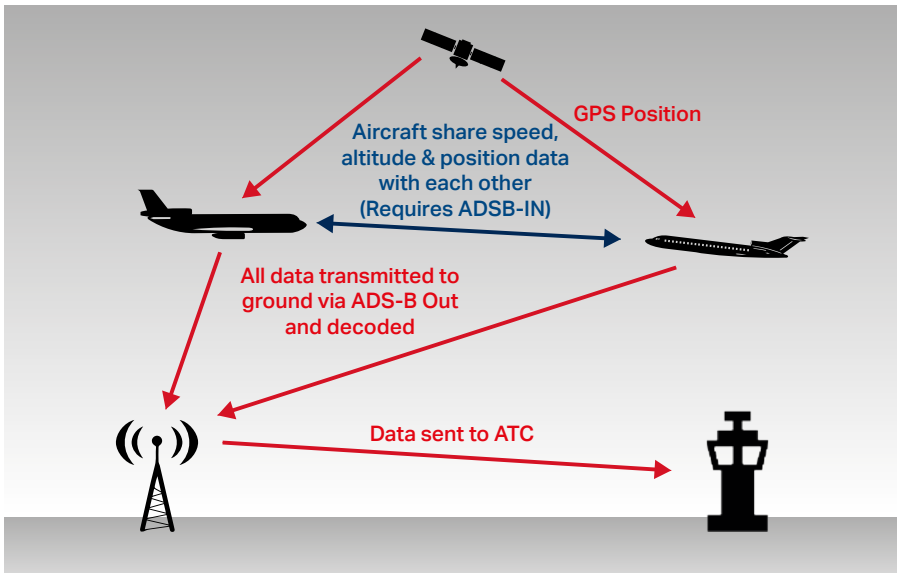
Increased range
Raising the MTOW by 1.000lbs translate into a significant range increase in maximum payload from 430 nm to 730 nm. Cargo operations in particular will benefit and see a 12% increase in payload on the long routes.

Increased Payload
Passenger operations using tankering to reduce fuel cost at remote locations will see an increase in available payload, both on short and longer routes.



Key features

- Increased MTOW to 30.000 lbs
- No physical modifications to the aircraft.
- Significant range and/or payload increase at high load factors/ long routes.
- Increased payload and Potential savings when fuel tankering.
- Available in a Saab OEM service bulletin, modified aircraft are fully transferrable between countries.



ADS-B Out

Aircraft navigation will change dramatically in the upcoming years and ADS-B Out is the first step. Make sure you are prepared.

The ADS-B Out mandate is the first step in a major upgrade to how aircraft navigate the skies and it is crucial to understand the upcoming changes when choosing your upgrade path.

PBN (Performance Based Navigation) is the future of aircraft navigation. It will allow more efficient routes to save fuel, cut noise, reduce emissions and increase safety by reducing track miles, avoiding noise sensitive areas and the use of efficient descent paths thus minimizing terminal area manoeuvring and periodic altitude constraints.

Be ready for the 2020 mandate
ADS-B Out is an airspace requirement and already required in many parts of the world. A more stringent version of the ADS-B Out mandate in Europe is due per June 2020 (retrofit) and in the USA per January 2020.

The coming mandates in Europe and USA require a DO-260B ATC Mode-S Transponder as well as a more capable GNSS Sensor.

The Saab solution
When choosing the Saab ADS-B Out service bulletin you get a solution that is fully supported from the aircraft TC-holder. This means you may utilize the same /similar flight manuals for all aircraft which leads to lower cost for training, manual revisions etc. You also have access to Saab's support of all technical systems involved.

As Saab's ADS-B Out solution is based on the Universal FMS 1Lw, you will have no upcoming obsolescence issues in this area.

Preserve the value of your aircraft
Upgrading using a Saab service bulletin is a future proof solution that allows you to upgrade the navigation system to comply with future operational and/or regulatory demands.

Using Saab service bulletins for the installation is not only preserving the value of your aircraft, it also ensures you full support in the future and full updating of relevant aircraft manuals, including flight operational manuals. A Saab solution has a real value when moving aircraft between countries.

Prepared for future upgrades.
PBN will requre future upgrades as this technology is implemented.

It is wise to choose an upgrade path and invest in the Saab ADS-B Out solution using equipment that allows for later upgrades of the navigation system.

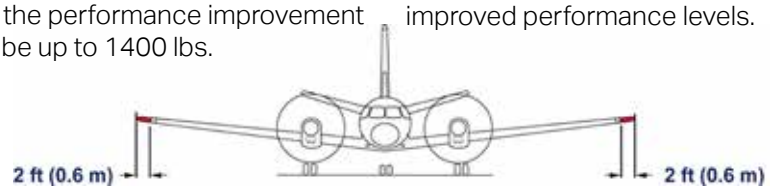
Key features

- Flight manuals will be updated by Saab, leading to
  - Enhanced safety
  - Reduced training cost
  - Reduced cost for manual revisions
- Solution supported in repair programs.
- Technical support, fault isolation etc. of all systems included
- Fully supported by TC-holder
- Future proof for upgrading navigation systems
- Modified aircraft are fully transferable between countries

Extended wingtips

This option, for aircraft serial number 361 and up, is designed for improved take-off, landing, single engine climb and single engine ceiling performance to allow for higher payloads on short and/or hot and high airfields as well as operation over mountainous terrain. For performance restricted operation the performance improvement can be up to 1400 lbs.

The wing tips are extended by 0.6 m (2 ft). Wingspan is increased to 22.75 m (74 ft 8 in). The extensions are attached to standard fittings. Structural reinforcement, extended de-icing boots, navigation lights and wiring are included as well as a new Airplane Flight Manual and Aircraft Operations Manual with the improved performance levels.



Performance improvement

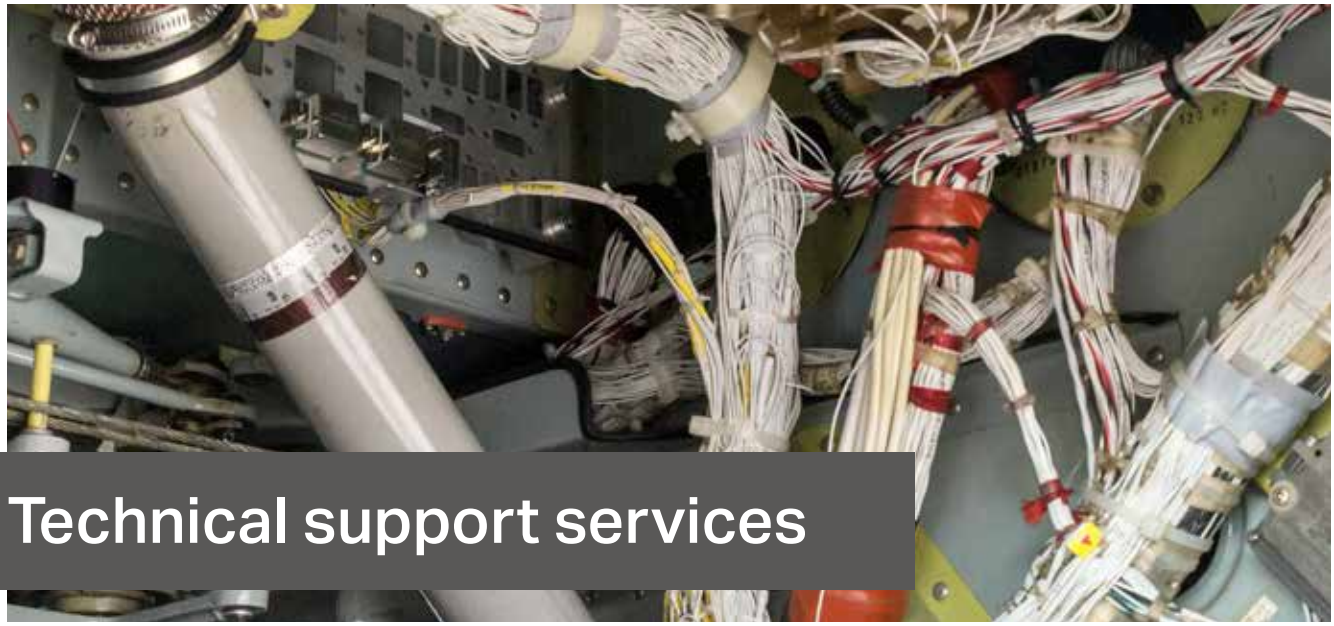
- **1 000 m runway requirement for typical commuter operations**
  (150 nm sector, 30 passengers, full IFR reserves.)
- **650 kg (1 400 lb) more payload from cool, low airfields. Doubles range capability from 1 200 m strip, 900 nm supported in repair programs**
  (1 200 m, sea level, ISA to ISA 20+c)
- **450 kg (1 000 lb) more payload from hot, high airfields**
  (Denver, 5 333 ft ISA 30+c)

Gravel Runway

This option consists of a gravel runway protection kit and supplemental information in the Airplane Flight Manual with procedures and aircraft performance data for take-off and landing on gravel runways.

The gravel runway protection kit is developed to protect the airframe and affected systems from damage caused by loose stones and includes glass fiber protection plate for the flaps, protection tape for the fuselage belly, underside wing fairings, some of the flap hinge leading edges, change of affected antennas, beacon lights and air ram inlet as well as shields for the landing gears.


PMHM



Technical support services

As the original manufacturer of the aircraft, Saab has a unique, in-depth knowledge of the Saab 340 & Saab 2000 aircraft and we serve the global market with world-leading products, services and solutions for these aircraft.

It is our pronounced strategy to support and evolve our products to the varying needs of operator's, making sure they will be able to continue carrying our their passengers and cargo for many years to come. We are committed to ensuring the airworthiness of Saab aircraft in order to provide continuous safe operation and value to customers.

Statement services
The following statement services are available to Saab 340 and Saab 2000 operators and repair stations. These OEM (Original Equipment Manufacturer) services will be provided in the form of a structural repair statement which involves repairs to the structure of the aircraft, or an engineering statement which deals with support of all other engineering needs.

The OEM repairs issued by Saab are the only way to guarantee that the long-term characteristics such as the damage tolerant requirements of the aircraft are preserved. This ensures that the repaired aircraft continues to be covered by the MRB inspection program and will not require any kind of additional inspections resulting in additional labour and administrative expenses. This also ensure that the long-term value of your aircraft is sustained.

Using only OEM repairs assures that future changes to the maintenance program presented in the MRB Report can easily be applied to your aircraft without additional analysis.

Heavy maintenance support for structural repair statements
Saab defines heavy maintenance support as a series of damage occurrences over a defined time period bundled into a single billing event.

Occurrences of this type may take the form of several repair statements with multiple repairs per statement.

The operator/repair station is required to provide information when the heavy maintenance starts and ends respectively. Heavy maintenance support statements cannot be selected as an AOG occurrence.

Engineering services
As the TC holder for Saab 340 and Saab 2000, we can provide operators with engineering statements and supporting documents for a variety of issues.

Supporting documents for MRBR task extensions/escalations or LUMP program
By optimizing the maintenance program you will ensure the most effective operation of your aircraft and also establish the lowest possible Direct Maintenance Cost (DMC) with possible cost savings up to 50% related to inspection and man-power, by escalating the maintenance task interval and increase aircraft availability. Using Saab, the Type Certificate Holder supporting documents for the extension of the aircraft maintenance inspection interval not only gives you the experience of the Type Certificate Holder, but also most likely a more substantial application to the local authority

Electrical load analysis
Saab provides a service for electrical load analysis. This service includes detailed voltage and current load information for the entire electrical system of the aircraft. The analysis is based on the standard aircraft configuration and updated with applicable options and modifications implemented on the specific individual aircraft. During the years of operation, several modifications and service bulletins may have been incorporated, affecting the electrical loads on the aircraft.

The service may be of special interest due to authority requirement or when declaring status during transfer of aircraft to a new operator.

DFDR analysis and animations
Saab can provide operators with DFDR read-out, parameter checks and analysis. These services can be provided on case by case basis or on regular basis as a subscription. We can also provide 3D animations for investigations/training purposes based on operator's request.

Engineering technical order (ETO)
Saab provides a service for providing Engineering Technical Orders.

MDC analysis Saab 2000
The MDC in the Saab 2000 stores a lot of information e.g. maintenance messages, LRU fault history, engine trend data, etc. Based on the stored data that has been logged during operation we can provide MDC analysis and recommend proactive maintenance actions in order to avoid delays and cancellations.

We can also provide engine trend analysis based on the MDC data. This service can be provided as a single analysis or as a subscription contract on a regular basis e.g. weekly or monthly analysis.

Certification service
As the ype certificate holder for Saab 340 and Saab 2000 and as an EASA approved Part 21 Design Organisation, Saab can support customer's/owners with type acceptance applications for Saab 340 and Saab 2000 in countries where the aircraft is not previously certified.

Troubleshooting services
Our service engineering team has an unmatched experience of the Saab 340 & 2000 aircraft. We have extensive knowledge in trouble-shooting and in most cases we will determine the cause very quickly which means that the aircraft can be returned to service with minimum delay.

Engineering on-site support
Saab can provide experienced service engineers/technicians to give on-site technical support, including technical advisory assistance for resolving technical questions and problems pertaining to maintenance and operation, etc.

Example of services

- **Structural repair statements**
- **On-site support of aircraft repair**
- **Supporting documents for MRBR task extensions**
- **Electrical load analysis**
- **DFDR analysis and animations**
- **Engineering technical order**
- **Certification service**
- **Troubleshooting services**
- **Engineering on-site support**

Aircraft maintenance

Saab offers a one-stop-shop concept with vast experience, superior levels of quality and flexibility, cost effectiveness, optimized turn-around-times, excellent track record of on-time deliveries, for all your aircraft maintenance and modification needs.

The Service Centre in Linköping, Sweden, is a complete, EASA Part-145 certified, one-stop provider of aircraft modifications, aircraft repairs, overhaul and heavy checks and related products and services for the Saab 340 & 2000 platforms.

Our facilities, conveniently located at the Saab/Linköping Airport, approx. 200 km south of Stockholm, are purposed-designed for comprehensive technical work and comprises:

- State of the art hangars for up to 8 aircraft
- Fully equipped paint shop for 1 aircraft up to and including the size of Fokker F28
- Engine shop
- Composite shop
- Engine run pad with noise abatement
- Compass deviation pad
- Outdoor parking with permanent mooring facilities

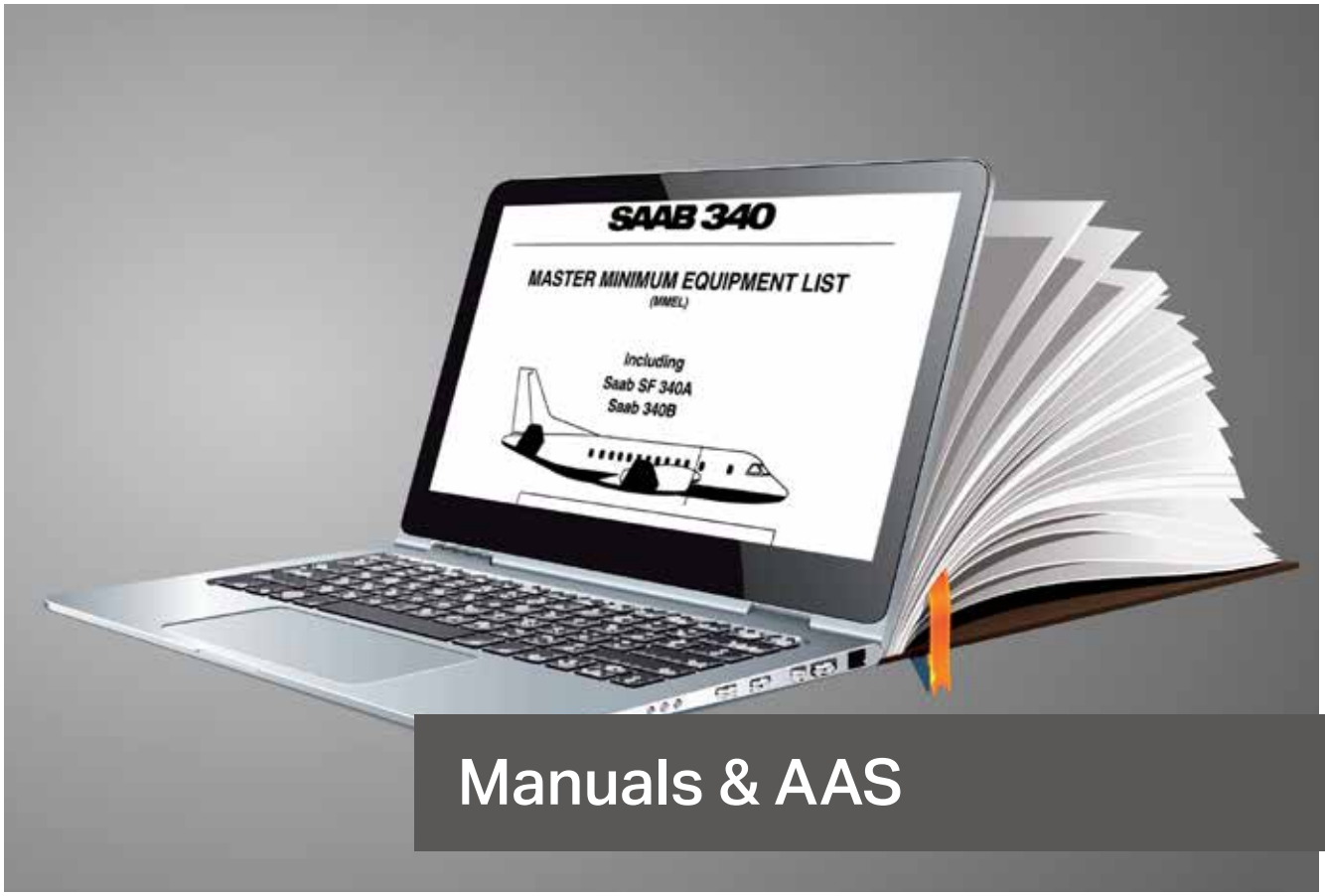
The Service Center is staffed with well experienced technicians, mechanics and painters all possessing a unique in-depth knowledge about the Saab 340 & 2000 aircraft, for which Saab AB holds the Type Certificates.

Additional resources available to the Service Center are maintenance management, maintenance engineering, maintenance planning, and technical records personnel.

Services

For the Saab 340 & 2000, the following are examples of products and services offered:

- **Conversions (i.e. Cargo, Search and Rescue etc)**
- **Repairs**
- **Overhaul and Maintenance**
- **Refurbishments**
- **Upgrades**
- **Modifications, ex FMS, ADS-B, LPV**
- **Exterior & interior Aircraft**
- **Painting**
- **Special Mission A/C**



Manuals & AAS

All manuals issued by Saab are in line with international industry standards. Relevant ATA rules, requirements and recommendations are continuously followed and adhered to, for example AMTOSS, SGML and Simplified English where applicable.

The manuals are revised to incorporate changes of procedures, alternative methods of maintenance, corrections and the modification situation of Saab originated service bulletins.

Web published documents
Manuals and documents are available on Saab Support Portal at saab.com.

To be able to view manuals at the website you need a user-ID and a password. Information about how to receive a password is found on the website. Once logged in you can access the manuals that your company subscribes to.

Manuals and documents that are available on the website are:

Saab 340: ACAP, AFM, AMM, AOM, ARM, CPM, IPC, ITEM, JC, LUMP, MELPG, MMEL, MPD, MRB, NDT, PBM, Saab CMM:s, Interior CMM:s, SB, SNL, SRM, WM, WBM, and the different manual indexes.

Saab 2000: ACAP, AFM, AMM, AOM, ARM, CPM, IPC, ITEM, JC, LUMP, MELPG, MMEL, MPD, MRB, NDT, Saab CMM:s, SB, SNL, SRM, SSM, WBM, WDM, and the different manual indexes.

Saab electronic documents
As a complement to the web manuals it is possible to order additional DVDs.

Annual Airworthiness Subscription (AAS)
All operators flying Saab regional aircraft must pay a subscription giving them access to the aircraft maunals and contruibuting to the effort required to ensure continuous airworthiness of the Saab 340 and Saab 2000 thus safeguarding your investment in the aircraft.

The AAS is to be paid by the company, to whom each aircraft is registered, i.e. all operators with an Air Operator Certificate or equivalent. The AAS will be determined based on the number of aircraft registered on the operator's AOC in December of the previous year and will not change during the year it is valid for, regardless of fleet changes.

New operators will pay an amount based on the number of registered aircraft and how many months are left of the year. The amount per aircraft is determined depending on the size of each operator's fleet, according to a sliding scale.

You can rely on Saab's thinking edge to deliver innovative, effective products and solutions that enhance your capabilities and deliver smarter outcomes.

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