LUFTFARTSVERKET
The Swedish Civil Aviation Administration

SWEDISH AIRWORTHINESS DIRECTIVES (SAD)

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS DIRECTIVE No: 1-070R1

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s AFFECTED: SAAB SF340A-004 through -159. SAAB 340B-160 through-379.

SUBJECT: Engine Controls - Installation of Flight Idle Stop - Control Quadrant

BACKGROUND: By SAD 1-067 LFV required the installation of a pilot operated mechanical power lever stop to minimize the unintentional movement of the power levers behind the flight idle position. This was a temporary measure until an automatic power lever stop could be incorporated.

This automatic power lever stop has now been developed and Service Bulletin SAAB 340-76-032 gives the instructions for installation of this device. Two additional Service Bulletins, SAAB 340-76-031 for electrical system modifications and SAAB 340-32-100 for introduction of a control unit with a wheel spin-up signal are also needed as part of the total modification but may be performed at a convenient time before the final installation.

REFERENCE DOCUMENTS: Saab Aircraft AB Service Bulletins SAAB 340-76-031, SAAB 340-076-032, SAAB 340-76-034 and SAAB 340-32-100.

ACTIONS: Install a Power Lever Flight Idle Stop by performing actions described in Saab Aircraft AB Service Bulletin SAAB 340-076-32 dated 29 March, 1995, or later revision

The actions contained in this directive and reference document(s) have been classified as mandatory for aircraft on Swedish register.

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COMPLIANCE TIME: To be performed not later than October 4, 1997.

Note 1: Compliance date was originally set to not later than December 31, 1996. Half of the SAAB 340 fleet is on the U.S register. Corresponding FAA AD (96-18-03) was not issued until August 30, 1996 asking for compliance before Oct 4, 1997 and U.S operators have therefore not ordered modifications kits and modification of control quadrants until late. Saab Aircraft AB and its vendor have made extensive efforts to facilitate modification work but the possibility for operators now to implement the modification on the short term earlier requested is not possible. The need for this modification and the design criteria for the flight idle stop were determined by LFV and FAA in cooperation. LFV has therefore now decided that the compliance date set out by the FAA is also acceptable for LFV.

Note 2: The mechanical stop required by SAD 1-067 is to be in operation until the automatic stop is implemented. Operators that have already installed the automatic stop and those that are close to complete the installations are strongly urged to maintain/complete the installation notwithstanding the extended compliance date now set by LFV.

EFFECTIVE DATE: 25 November, 1996

LUFTFARTSVERKET
Flight Safety Department

LFS: 1996:69