



LUFTFARTSVERKET

Aviation Safety Department

**SWEDISH AIRWORTHINESS
DIRECTIVES (SAD)**

SAD No 1-148

Page 1 (2)

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-148

AIRCRAFT TYPE: SAAB 340B

SERIAL No:s

AFFECTED: SAAB 340B -380 through -404, 406 through -408, 410 through -413

SUBJECT: Engine Controls - Power Control - Inspection of the Flight Idle Stop Override Knob.

BACKGROUND: It has once been reported that the mechanical flight idle stop override knob in the control quadrant was stuck in its position when the pilot was going to use it during landing. Inspection of the system showed that the cablewire between the knob and the uplock mechanism was stuck in its conduit. A failed automatic flight idle stop system in combination with a stuck override system will prevent the pilot to go behind flight idle after touch down resulting in increased braking distance. SAD 1-116 was issued to require inspection of certain airplanes. Due to administrative error some airplane serial numbers were omitted in the SAD 1-116, however they were included in Saab Mandatory SB 340-76-041. This SAD is issued to correct this error.

REFERENCE DOCUMENTS: SAAB AB Mandatory Service Bulletin SAAB 340-76-041 revision 1 dated 02 July 1997 or later revision

ACTIONS: Perform actions described in Saab AB Mandatory Service Bulletin SAAB 340-76-041 revision 1 dated 02 July 1997 or later revision.

LFS 1999:173

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

Mail address	Office address	Telephone No	Cable address	Telex address
SE-601 79 NORRKÖPING	Vikboplan 11	Nat 011 19 20 00	Civilair	64250
SWEDEN		Int +46 11-19 20 00	Norrköping	
		Fax +46 11 19 25 15		
		+46 11 19 25 75		

**COMPLIANCE
TIME:**

- For aircraft with the Flight Idle Stop System to be performed no later than 31 December 1999 if not performed.
- For aircraft with the Flight Idle Stop System de-activated (SB 340-76-036 implemented), to be performed in conjunction with the Reactivation of the Flight Idle Stop System (SB 340-76-038)

**EFFECTIVE
DATE:**

18 November 1999

LUFTFARTSVERKET
Aviation Safety Department

LFS:1999:173