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Section 1. Swedish Manufactured Aeronautical Products

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**AIRWORTHINESS**

**DIRECTIVE NO:** 1-192

**AIRCRAFT TYPE:** SAAB SF340A and SAAB 340B

**SERIAL No:s** SAAB SF340A - 004 through 159

**AFFECTED:** SAAB 340B - 160 through 459

**SUBJECT:** Power Plant - Mounts - Inspection of the Engine Bottom Mounts for Elastomer to Metal Debonding

**BACKGROUND:** It has been found that Barry Control Aerospace molded assembly P/N 00-13226-03 with the cure dates 0214, 0216 or 0228 have exhibited debonding of the elastomer from the metal inner core and shim after a few hundred hours of operation. This de-bonding will reduce the redundancy and change the stiffness and damping characteristics of the engine support system, causing heavy chafing on the nacelle structure and chafing of the fire sensor loop. Heavy chafing of the structure may reduce its integrity and fire shielding capability and chafing of the fire sensor loop may ultimately cause a fire detector fault.  
Saab Aircraft Mandatory Service Bulletin SAAB 340-71-059 calls out an inspection to identify the installed engine forward bottom mount/canister cure date and replace if necessary.

**REFERENCE DOCUMENTS:** Saab Aircraft Mandatory Service Bulletin SAAB 340-71-059 dated 16 May 2003 or later revision.

**ACTIONS:** Perform actions described in Saab Aircraft Mandatory Service Bulletin 340-71-059 dated 16 May 2003 or later revision.

**COMPLIANCE TIME:** To be performed within 500 flight hours from effective date of this SAD.

**EFFECTIVE DATE:** 16 May 2003

**LFS:** 2003:51

**LUFTFARTSVERKET**  
Aviation Safety Authority

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

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