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Section 1. Swedish Manufactured Aeronautical Products

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**AIRWORTHINESS  
DIRECTIVE NO:**

**1-116**

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

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

**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.

**REFERENCE  
DOCUMENTS:** Saab AB Service Bulletin SAAB 340-76-041 dated 29 May, 1997

**ACTIONS:** Perform actions described in Saab AB Service Bulletin SAAB 340-76-041 dated 29 May, 1997 or later revision

**COMPLIANCE  
TIME:**

- For aircraft with the Flight Idle Stop System  
To be performed no later than 30 July 1997
- 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:** 9 June, 1997

**LUFTFARTSVERKET**  
Aviation Safety Department

**LFS 1997:27**

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

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