

Datum
2024-06-13Dnr/Beteckning
TSL 2024-4120

Ert datum

Er beteckning

Referens / Reference: SE.DEC.0025-SPO HR/NCC
EMPIC nr/ EMPIC No:0002-8378SAAB AB
Pär Olov Carlsson
581 88 Linköping**Bekräftelse att en deklARATION har mottagits enligt kommissionens
förordning (EU) nr 965/2012****Acknowledgement of receipt of a declaration according to Commission
Regulation (EU) No 965/2012**

Transportstyrelsen har mottagit er deklARATION¹ enligt ORO.DEC.100 i bilaga III (Del-ORO) till förordning (EU) nr 965/2012. En kopia av deklARATIONEN ska medföras på varje flygning. Om ändringar sker i deklARATIONEN eller av de sätt att uppfylla kraven som används, ska en ny reviderad deklARATION sändas till Transportstyrelsen.

The Swedish Transport Agency has received your declaration according to ORO.DEC.100 of Annex III (Part-ORO) to Regulation (EU) No 965/2012. A copy of the declaration shall be carried on each flight. If changes are made to the declaration or the means of compliance used, a new amended declaration shall be submitted to the Swedish Transport Agency.

Denna bekräftelse ersätter inte operativa tillstånd eller auktorisationer som kan krävas för flygverksamheten.

This acknowledgement does not replace any approval or authorisation required for flight operations.

Transportstyrelsen kommer att utöva tillsyn över er verksamhet i enlighet med ARO.GEN.305 d i bilaga II (Del-ARO) till förordning (EU) nr 965/2012. Tillsynen är riskbaserad, kan vara oannonserad och omfatta eventuella specialtillstånd och auktorisationer.

In accordance with ARO.GEN.305(d) of Annex II (Part-ARO) to Regulation (EU) No 965/2012, the Swedish Transport Agency will perform oversight activities of your operations. The oversight activities will be risk based, may be unannounced and include possible specific approvals and authorisations.

Avgifter för granskning och tillsyn debiteras i enlighet med Transportstyrelsens föreskrifter om avgifter inom luftfartsområdet.

Fees will be charged for examination and oversight in accordance with the Swedish Transport Agency regulation "Transportstyrelsens föreskrifter om avgifter inom luftfartsområdet".

¹ Som framgår av GM1 till ORO.DEC.100 är syftet med en deklARATION att operatören erkänner sitt ansvar under de tillämpliga säkerhetsföreskrifterna och har alla nödvändiga godkännanden samt att den behöriga myndigheten får kännedom om operatörens existens och får möjlighet att följa upp sitt tillsynsansvar.

With reference to GM1 ORO.DEC.100, the intent of the declaration is to have the operator acknowledge its responsibilities under the applicable safety regulations and that it holds all the necessary approvals, and that the competent authority is informed of the existence of the operator and is enabled to fulfil its oversight responsibilities.

DECLARATION					
in accordance with Commission Regulation (EU) No 965/2012 on air operations					
Operator Saab AB		Registration number/Organisationsnummer 556036-0793			
Place in which the operator has its principal place of business or, if the operator has no principal place of business, place in which the operator is established or residing and place from which the operations are directed: Linköping, Sweden					
Name and contact details of the accountable manager: Pär-Olov Carlsson AM +46(0)734187581					
Aircraft operation					
Starting date of operation or applicability date of the change: 2024.05.31 SPOA NO updated (rev2)					
Information on aircraft, operation and continuing airworthiness management organisation ⁽¹⁾ : <i>Ref Annex 1 below</i>					
Aircraft MSN ⁽²⁾	Aircraft type	Aircraft registration ⁽³⁾	Main base	Type(s) of operation ⁽⁴⁾ <i>Ref Annex 2 below</i>	Organisation responsible for the airworthiness management ⁽⁵⁾
The operator shall obtain a prior approval ⁽⁶⁾ or specific approval ⁽⁷⁾ for certain operations before conducting such operations					
Where applicable, details of approvals held. Attach the list of specific approvals. Include; -specific approvals granted by a third country, if applicable; -name of operations conducted with operational credits (e.g. EFVS 200, SA CAT I, etc.). <i>Ref Annex 4 below</i>					
Where applicable, details of specialised operations authorisation held (attach authorisations, if applicable). <i>Ref Annex 3 below</i>					
Where applicable, list of alternative means of compliance with references to the associated AMCs they replace (attach AltMoc). <i>Ref Annex 5 below</i>					

(1) -If there is not enough space to list the required information in the declaration, the information shall be listed in a separate annex. The annex shall be dated and signed.

(2) -Manufacturer serial number.

(3) -If the aircraft is also registered with an air operator certificate (AOC) holder, specify the AOC number of the AOC holder.

(4) -"Type(s) of operation" refers to the type of operations conducted with this aircraft, e.g. non-commercial operations or specialised operations, e.g. aerial photography flights, aerial advertising flights, news media flights, television and movie flights, parachute operations, skydiving, maintenance check flights.

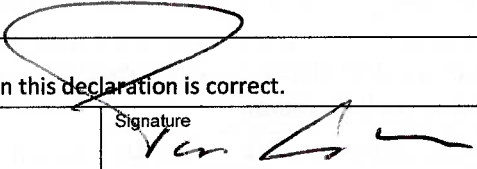
(5) -Information about the organisation that is responsible for the continuing airworthiness management shall include the name of the organisation, its address and approval reference.

(6) -(a) operations with any defective instrument or piece of equipment or item or function, under a minimum equipment list (MEL) (points ORO.MLR.105 (b), (f), and (j)), NCC.IDE.A.105, NCC.IDE.H.105, SPO.IDE.A.105, and SPO.IDE.H.105).

-(b) operations requiring prior authorisation or approval, including all of the following:

- for specialised operations, wet lease-in and dry lease-in of aircraft registered in a third country (point ORO.SPO.100 (c));
- high-risk commercial specialised operations (point ORO.SPO.110);
- non-commercial operations with aircraft with an MOPSC of more than 19, which are performed without an operating cabin crew member (point ORO.CC.100 (d));
- use of IFR operating minima that are lower than those published by the State (points NCC.OP.110 and SPO.OP.110);
- refuelling with engine(s) and/or rotors turning (points NCC.OP.157);
- specialised operations (SPO) without oxygen above 10 000 ft (point SPO.OP.195).

(7) - Operations in accordance with Annex V (Part-SPA) to Regulation (EU) No 965/2012, including Subparts B 'Performance based navigation (PBN) operations', C 'Operations with specified minimum navigation performance (MNPS)', D 'Operations in airspace with reduced vertical separation minima (RVSM)', E 'Low-visibility operations (LVOs) and operations with operational credits', G 'Transport of dangerous goods', K 'Helicopter offshore operations' and N 'Helicopter point-in-space approaches and departures with reduced VFR minima'."

Statements		
<input checked="" type="checkbox"/> The operator complies, and continues to comply, with the essential requirements set out in Annex V to Regulation (EU) 2018/1139 of the European Parliament and of the Council and with the requirements of Regulation (EU) No 965/2012.		
<input checked="" type="checkbox"/> The management system documentation, including the operations manual, shall comply with the requirements of Annex III (Part-ORO), Annex V (Part-SPA), Annex VI (Part-NCC) or Annex VIII (Part-SPO) to Commission Regulation (EU) No 965/2012 and all flights shall be made in accordance with the provisions of the operations manual as required by point ORO.GEN.110(b) of Part-ORO.		
<input checked="" type="checkbox"/> All operated aircraft shall hold: <ul style="list-style-type: none"> – a valid certificate of airworthiness in accordance with Commission Regulation (EU) No 748/2012 or, for aircraft registered in a third country, in accordance with ICAO Annex 8; and – when used for SPO activities, a valid lease agreement as per ORO.SPO.100. 		
<input checked="" type="checkbox"/> All flight crew members shall hold a licence in accordance with Annex I to Commission Regulation (EU) No 1178/2011 as required by point ORO.FC.100(c) of Part-ORO, and cabin crew members shall, where applicable, be trained in accordance with Subpart CC of Part-ORO.		
<input type="checkbox"/> (if applicable) The operator shall implement and demonstrate conformity to a recognised industry standard. Reference of the standard: Certification body: Date of the last conformity audit:		
<input checked="" type="checkbox"/> The operator shall notify to the competent authority any changes in circumstances affecting its compliance with the essential requirements set out in Annex V to Regulation (EU) 2018/1139 and with the requirements of Commission Regulation (EU) No 965/2012 as declared to the competent authority through this declaration, and any changes to the information and lists of AltMoC included in and annexed to this declaration, as required by point ORO.GEN.120(a) of Part-ORO.		
<input checked="" type="checkbox"/> The operator shall confirm that the information disclosed in this declaration is correct.		
Date 2024-05-31	Name of Accountable Manager Pär-Olov Carlsson	Signature 



European Aviation Safety Agency

AMOC APPROVAL

EASA.A.AMOC.01276

Attachment 1 to
SAAB Declaration
Page 1(2).

This AMOC Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008¹ on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation to:

Saab AB (Publ) Saab Aerotech

P. O. Box 321
S-611 27 Nyköping
Sweden

and certifies that the Alternative Method of Compliance for the product listed below provides a level of safety equivalent to the level of safety to be restored by compliance with the original AD when operated within the conditions and limitations specified below:

Original Product Type Certificate Number: FAA TCDS A2PC
Mitsubishi Heavy Industries. 16-5,
Type Certificate Holder: KONAN 2-CHOME, MINATO-KU TOKYO,
108-8215 JAPAN
Model: MU-2B-20 (-25) / (-26)

Title: Alternative Method of Compliance to AD JCAB TCD-4529-97 - Installation of Rosemount Ice Detector

Applicability:

MU-2B-20 (-25) / (-26), Serial Numbers 283, 287, 289, 293, 299, 337 and 345.

Description of AMOC:

Saab Aerotech has applied for exemption to install Rosemount Ice Detector according to JCAB Mandatory TCD 4529-97, which is not a FAA requirement for MU-2B aircraft produced in the US. The Swedish CAA concur with Saab Aerotech position below

In daylight, when entering cloud formations, the procedures in accordance with the FAA Approved AFM, are to keep a strict watch on the Windshield Wipers which is in straight view of the pilot and visually indicates ice formation faster than the SB 217 Ice Detector System.

When entering cloud formations in darkness, the procedures are to use the Ice Detection Light which is mounted on the L/H Inner Wing Root to detect ice formation on the Wing Leading Edge and to keep a strict watch on Propeller Spinners with the Cockpit Torch.

Saab Aerotech, SFO, conducts Special Mission Flights for several European Defense Forces.

All MU-2B's operated by Saab Aerotech, SFO, are equipped with Auto Pilot.

During the Missions, flight in Known Icing Condition is normally avoided, but may occur and is not prohibited in accordance with the operator's Procedures Hand Book. For the Ferry Flights, to and from the Mission Sites, flights may be planned and conducted under IFR and Known Icing Conditions.

The JCAB TCD-4529-97 refers to MHIA SB 217 which states that an operator of a MU-2B shall install an Ice Detector System.

This feature may be applicable to privately operated MU-2B's flown by pilots with PPL and with very little experience.



All SFO pilots holds CPL and are Type Trained annually with focus on Icing Conditions.

The Saab Aerotech MU-2B-26 with Serial Number 320, SE-IOZ, has previously been modified by complying with JCAB TCD-4529-97 and MHIA SB 217 due the kind of operation at the time being. The SFO pilots do not experience any improvement compared with the AMOC... In year 1997, FAA issued a similar AD applicable to the FAA TCDS A10SW, which was later cancelled, though the icing issues were addressed in the following FAA AD's;

AD 2000-02-25, (JCAB TCD-5432-2000)
"Airframe Pneumatic De-Icing Boots". AFM Amendment.
(When the De-icing Boots shall be activated).

AD 2000-09-15, Icing Conditions.
This AD is addressing the following MHIA SB's and JCAB TCD's;

SB 226. (JCAB TCD-2679A-97).
"Automatic Ignition".

SB 231. (JCAB TCD-4625A-2001).
"Trim-In-Motion Alert and Automatic Autopilot Disconnect System".

SB 232. (JCAB TCD-4626-97).
"Pneumatic Deice Monitoring System".

Saab Aerotech, SFO has previously complied with all these JCAB TCDS.

AD 2003-22-07R1. (JCAB TCD-4753A-2004).
"Training Video YET 01295 and AFM Amendment".
This Training Video is recurrent with an interval of 24 months. The Video is focused on procedures during Icing Conditions, but do not mention the procedures with the Ice Detector. It is mandatory for all MU-2B Pilots world wide to take part of this video.

Saab Aerotech, SFO is contracted by MHIA to hold the Video Training.

Associated Technical Documentation:

FAA AD 2000-02-25 (JCAB TCD 5432-2000, FAA AD 2009-09-15, FAA AD 2003-22-071R1 (JCAB YCD-4753A-2004)

Limitations and Conditions:

S/N 283, 287, 289, 293, 299, 337 and 345

This Approval shall remain valid as long as it is not revoked and as long as the referenced AD is not cancelled, nor superseded.

For the European Aviation Safety Agency,

Date of issue: 19 May 2009

Roger Hardy
Certification Manager, General Aviation

AMOC Approval – EASA.A.AMOC.01276 - Saab AB (Publ) Saab Aerotech