

SWEDEN - SPECIAL REQUIREMENTS

(September 21, 1994)

1. INTRODUCTION. In accordance with the bilateral agreement between the United States of America and Sweden, airworthiness certification of aeronautical products are reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Sweden.

Lufftartsverket, the Swedish Civil Aviation Administration, is referred to as LFV below.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by LFV before issuance of a Swedish Certificate of Airworthiness for an individual aircraft and its permanent registration in Sweden. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization procedure but may lead to additional type specific design, maintenance, operational, or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I below.

2.2 Engines and propellers installed on an aircraft are type accepted by LFV as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Then, no additional type acceptance procedure is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 An aircraft may not be entered on the Swedish register unless compliance with ICAO Annex 16, Volume I, Aircraft Noise, is shown. In addition, the following applies:

- An old propeller driven airplane with a maximum certificated take-off weight of 9000 kg or less must comply with the requirements of ICAO Annex 16, Chapter 6 or Chapter 10, even if no requirements are applicable according to the Annex, unless it is specifically designed for aerobatic, agricultural or fire fighting purposes.

- A jet airplane entered on the Swedish register after September 15, 1991, may not be operated, unless:

(a) it complies with the requirements of ICAO Annex 16, Volume I, Chapter 3, or

(b) it has a maximum take-off weight of 34000 kg or less and a capacity of 19 or less seats,
or

(c) if (a) or (b) is not applicable, it has been granted an exemption by LFV (according to the same principles as applied within the European Communities).

For (b) and (c) compliance with Chapter 2 is normally necessary.

2.4 An aircraft may not be entered on the Swedish register unless its engines, when applicable, comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions.

3. CLASS I PRODUCTS (ref. FAR Part 21-Subpart L).

3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by LFV, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version accepted by LFV, the following documents must be presented to LFV.

(a) Airworthiness document:

An Export Certificate of Airworthiness (C of A), issued by FAA within 60 days prior to the date when the aircraft is arriving in Sweden, must be presented to the LFV. The year of manufacture must be stated on the Export C of A or on another supporting document.

Other airworthiness document and procedure may be accepted by LFV on a case by case basis.

(b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by LFV, accompanied by an application for type acceptance of the modifications.

(c) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.

3.1.3 An aircraft is normally only accepted for import if the running times of the engine(s) and propeller(s) since new or overhaul do not exceed 80% of the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of an engine or a propeller must have been performed by a Repair Station Certificate holder.

3.1.4 Ferry flight of aircraft with interim Swedish registration.

3.1.4.1 The following documents must be carried on board the aircraft:

(a) Export Certificate of Airworthiness or other airworthiness document accepted by LFV.

(b) Interim Certificate of Airworthiness and Interim License to Operate Radio Station On Board Aircraft, issued by LFV.

(c) Interim Nationality and Registration Certificate, issued by LFV.

(d) Aircraft Journey Log book.

(e) Flight Manual and Operations Manual or equivalent.

(f) Weight and balance documents.

(g) Approval documents for extra ferry equipment installed, issued under FAA authorization or by LFV.

3.1.4.2 Aircraft marking.

The aircraft must be marked with the assigned Swedish nationality and registration marks and in accordance with Swedish BCL - M1.3.

3.2 ENGINE OR PROPELLER (not installed on an aircraft).

For an engine or a propeller not previously type accepted in Sweden, individually or as part of an aircraft, the documentation required will be established by LFV on a case by case basis following an application for type acceptance.

The following documents are required for type accepted engines and propellers:

- (a) Export Certificate of Airworthiness.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization, i.e., a Production Certificate or a Repair Station Certificate.
- (c) Modification record.
- (d) Equipment list.
- (e) Log book or equivalent document.
- (f) Lists of applicable and of incorporated airworthiness directives.
- (g) Record of life limited parts.

An engine or a propeller is only accepted for import if the running time of the unit since new or overhaul does not exceed 80% of the manufacturer's recommended time between overhauls. An engine or propeller having exceeded this running time may only be accepted for import on a case by case basis.

Latest overhaul of any engine or a propeller must have been performed by a Repair Station Certificate holder.

4. CLASS II PRODUCTS.

The following documents are needed for a Class II product:

- (a) Export Approval (FAA Form 8130-3) signed by an FAA authorized representative.
- (b) Airworthiness release certificate, issued under an appropriate FAA authorization.
- (c) Lists of applicable and of incorporated airworthiness directives.
- (d) Modification record, if applicable.
- (e) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 For products with serial numbers, an Airworthiness Tag (FAA Form 8130-3), issued by an organization authorized by FAA, must be attached to the products.

APPENDIX I

AIRCRAFT TYPE ACCEPTANCE

- I.1 An application for type acceptance must be presented to LFV. For a new aircraft, the applicant should be the manufacturer or the holder of the type certificate.
- I.2 The documents listed below are necessary to support the application:
- (a) Type Certificate Data Sheet, if not already published.
 - (b) Flight Manual with supplements.
 - (c) Operating Manual, Owner's Manual, etc., if not combined with the Flight Manual.
 - (d) Noise Certificate with noise data, if applicable, unless noise data is published in the Flight Manual. See 2.3 above.
 - (e) A document showing that the engines comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions, if applicable.
 - (f) Manufacturer's declaration that he undertakes to provide LFV, without charge, with:
 - Revisions to the Flight Manual.
 - A Maintenance Manual with revision service (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
 - Service bulletins and other important service information (not for Part 23 Commuter Category Airplanes, Part 25, Part 29, and equivalent aircraft).
 - (g) Any other document deemed necessary by LFV for sufficient familiarization with the product.