

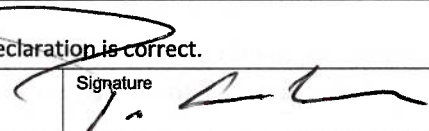
DECLARATION					
in accordance with Commission Regulation (EU) No 965/2012 on air operations					
Operator SAAB AB		Registration number/Organisationsnummer 556036-0793			
Place in which the operator has its principal place of business or, if the operator has no principal place of business, place in which the operator is established or residing and place from which the operations are directed: Linköping					
Name and contact details of the accountable manager: Pär-Olov Carlsson AM +46(0)734187581					
<u>Aircraft operation</u>					
Starting date of operation or applicability date of the change: 2022.05.23. CZ authorisation removed.					
Information on aircraft, operation and continuing airworthiness management organisation ⁽¹⁾ : <i>Ref Annex 1 below</i>					
Aircraft MSN	Aircraft type	Aircraft registration (2)	Main base	Type(s) of operation (3) <i>Ref Annex 2 below</i>	Organisation responsible for the airworthiness management (4)
Where applicable, details of approvals held (attach list of specific approvals, including specific approvals granted by a third-country, to the declaration, if applicable). <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 information in the space of the declaration, the information shall be listed in a separate annex. The annex shall be dated and signed.

² If the aircraft is also registered with an AOC holder, specify the AOC number of the AOC holder.

³ "Type(s) of operation" refers to the type of operations conducted with this aircraft, e.g. non-commercial operations or specialised operations such as aerial photography flights, aerial advertising flights, news media flights, television and movie flights, parachute operations, skydiving, maintenance check flights.

⁴ Information about the organisation responsible for the continuing airworthiness management includes the name of the organisation, the address and the approval reference.¹

Statements		
<input checked="" type="checkbox"/> The operator complies, and will continue 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, comply with the requirements of Annex III (Part-ORO), Annex V (Part-SPA), Annex VI (Part-NCC), or Annex VIII (Part-SPO) to Regulation (EU) No 965/2012 and all flights will be carried out in accordance with the provisions of the operations manual as required by point ORO.GEN.110(b) of Annex III to that Regulation.		
<input checked="" type="checkbox"/> All aircraft operated hold a valid certificate of airworthiness in accordance with Commission Regulation (EU) No 748/2012 or meet the specific airworthiness requirements applicable to aircraft registered in a third country and subject to a lease agreement.		
<input checked="" type="checkbox"/> All flight crew members hold a licence in accordance with Annex I to Commission Regulation (EU) No 1178/2011 as required by point ORO.FC.100(c) of Annex III to Regulation (EU) No 965/2012 and cabin crew members, where applicable, are trained in accordance with Subpart CC of Annex III to Regulation (EU) No 965/2012.		
<input type="checkbox"/> (if applicable) The operator has implemented and demonstrated conformity to a recognised industry standard. Reference of the standard: Certification body: Date of the last conformity audit:		
<input checked="" type="checkbox"/> The operator will 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 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 Annex III to Regulation (EU) No 965/2012.		
<input checked="" type="checkbox"/> The operator confirms that the information disclosed in this declaration is correct.		
Date 2022-05-23	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

Type Certificate Holder: Mitsubishi Heavy Industries. 16-5,
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