

No. 3143

**SWEDEN
and
UNITED STATES OF AMERICA**

**Exchange of notes constituting an arrangement relating to
certificates of airworthiness of imported aircraft.
Stockholm, 22 December 1954**

Official texts: English and Swedish.

Registered by Sweden on 3 February 1956.

**SUÈDE
et
ÉTATS-UNIS D'AMÉRIQUE**

**Échange de notes constituant un arrangement relatif aux
certificats de navigabilité concernant les aéronefs im-
portés. Stockholm, 22 décembre 1954**

Textes officiels anglais et suédois.

Enregistré par la Suède le 3 février 1956.

No. 3143. EXCHANGE OF NOTES CONSTITUTING AN ARRANGEMENT¹ BETWEEN SWEDEN AND THE UNITED STATES OF AMERICA RELATING TO CERTIFICATES OF AIRWORTHINESS OF IMPORTED AIRCRAFT. STOCKHOLM, 22 DECEMBER 1954

I

EMBASSY OF THE UNITED STATES OF AMERICA

No. 73

Stockholm, December 22, 1954

Excellency :

I have the honor to refer to negotiations which have recently taken place between the Government of the United States of America and the Government of Sweden for the conclusion of a reciprocal arrangement for the acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that it has been agreed in the course of the negotiations, now terminated, that the arrangement shall be as follows :

ARRANGEMENT BETWEEN THE UNITED STATES OF AMERICA AND SWEDEN RELATING TO CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Article I

(a) The present arrangement applies to civil aircraft constructed in continental United States of America, including Alaska, and exported to Sweden; and to civil aircraft constructed in Sweden and exported to continental United States of America, including Alaska.

(b) This arrangement shall extend to civil aircraft of all categories, including those used for public transport and those used for private purposes as well as to components of such aircraft.

Article II

The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export issued by the competent authorities of Sweden for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in Sweden in accordance with the airworthiness requirements of Sweden.

¹ Came into force on 22 December 1954 by the exchange of the said notes.

Article III

The same validity shall be conferred by the competent authorities of Sweden on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in Sweden as if they had been issued under the regulations in force on the subject in Sweden, provided that such aircraft have been constructed in continental United States or Alaska in accordance with the airworthiness requirements of the United States.

Article IV

(a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of Sweden of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling the authorities of Sweden to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of the United States shall, where necessary, afford the competent authorities of Sweden facilities for dealing with noncompulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

Article V

(a) The competent authorities of Sweden shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in Sweden, for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of Sweden shall, where necessary, afford the competent authorities of the United States facilities for dealing with noncompulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other original conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

Article VI

(a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any changes therein that may from time to time be effected.

Article VII

The question of procedure to be followed in the application of the provisions of the present arrangement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and Sweden.

Article VIII

(a) The present arrangement shall be subject to termination by either Government upon sixty days' notice given in writing to the other Government.

(b) This arrangement shall terminate and replace the arrangement between the United States of America and Sweden concerning the acceptance by one country of certificates of airworthiness for aircraft exported from the other country as merchandise, effected by an exchange of notes signed at Washington on September 8 and 9, 1933.¹

Upon the receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of Sweden, the Government of the United States of America will consider that this note and your reply thereto constitute an agreement between the two Governments on this subject, the agreement to come into force on the date of your note in reply.

Please accept, Excellency, the assurances of my highest consideration.

(Signed) John M. CABOT

His Excellency Östen Undén
Minister for Foreign Affairs
Stockholm

II

Stockholm, December 22, 1954

Monsieur l'Ambassadeur,

I have the honor to acknowledge the receipt of your note of December 22, 1954, in which there were communicated the terms of a reciprocal arrangement between Sweden and the United States of America for the acceptance of certificates of airworthiness for imported aircraft reading as follows :

[SWEDISH TEXT — TEXTE SUÉDOIS]

ÖVERENSKOMMELSE MELLAN SVERIGE OCH AMERIKAS FÖRENTA STATER RÖRANDE LUFTVÄRDIGHETSBEVIS FÖR IMPORTERADE LUFTFARTYG

Artikel I

(a) Denna överenskommelse är tillämplig på civila luftfartyg, tillverkade på Amerikas Förenta Staters fastland, däri inbegripet Alaska, samt exporterade till Sverige, ävensom på civila luftfartyg, tillverkade i Sverige och exporterade till Amerikas Förenta Staters fastland, däri inbegripet Alaska.

¹ League of Nations, *Treaty Series*, Vol. CXLIV, p. 183.