

European Aviation Safety Agency

EASA
SPECIFIC AIRWORTHINESS
SPECIFICATION

for

SWIFT S-1 S/N P-07

as specified in Section 1

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b) and Regulation (EC) 748/2012 Part 21, paragraph 21A.184 for the purposes of the issue of a restricted category certificate of airworthiness. Due to grandfathered modification without qualified approval holder the affected serial number is not covered by the normal Type Certificate for this aircraft type.

List of effective Pages:

[illegible]

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SECTION 1: Aircraft Design Definition

This aircraft is one of SWIFT S-1 prototypes. Due to a series of modifications made to this aircraft by repair method over a period of flight tests, its empty weight has increased significantly. This aircraft does not comply with some weight limitations specified in TCDS EASA.A.038 for SWIFT S-1 sailplane and in appropriate manuals as well. Nevertheless, it has been found airworthy, provided the operational limits are reduced accordingly.

The original Polish TCDS applies (with exceptions noted below) and is:

Type Certificate Data Sheet (Issue II, 1992-12-30) to the Polish Type Certificate No. BG-181.

The differences have been accepted in the following documents:

- Notation in the SWIFT S-1 S/N P-07 sailplane logbook dated on 1993-01-06, signed by Polish CAA inspector.
- Changes to the SWIFT S-1 S/N P-07 sailplane Flight Manual, written by hand and authorized by manufacturer.
- Export Certificate of Airworthiness No. 3/B/93, dated on 1993-01-08, issued by Polish CAA for the SWIFT S-1 sailplane, S/N P-07, with a notation on the reverse side.

These are as follows:

8. Masses:	a) Maximum allowed all-up mass	429 kg
	b) Minimum in-flight mass	380,5 kg
	f) Maximum mass of non-lifting parts	147 kg
	g) Maximum mass of empty glider, with equipment indispensable for flight	319 kg
12. Limit manoeuvring load factors	a) at manoeuvring speed (V_A)	+9,5 / -7,0
	b) at max. diving speed (V_{NE})	+9,5 / -7,0

SECTION 2: Airworthiness Directives

The Airworthiness Directives for **Zakłady Lotnicze Margański & Mysłowski SWFT S-1 sailplanes** are applicable and can be found on the website of the EASA:

<http://ad.easa.europa.eu/>

SECTION 3: Occurrence Reporting

The Specific Airworthiness Specification may be used as a basis for the issue of a Restricted Certificate of Airworthiness in accordance with 21A.173(b)(2) under the following conditions:

- a) The holder of a Restricted Certificate of Airworthiness based on this Specific Airworthiness Specification shall report to the State of Registry all information related to occurrences associated with the operation of the aircraft which affects or could affect the safety of operation¹.
- b) Such reports shall be despatched within 72 hours of the time when the occurrence was identified unless exceptional circumstances prevent this.
- c) The State of Registry shall forward the information received under (a) to the Agency when it relates to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the aircraft.

SECTION 4: Other Limitations

This aircraft is limited to non-commercial operation

¹ AMC 20-8 contains guidance describing the occurrences which are to be reported. This document can be found on the EASA website under Regulations>Certification Specifications: