REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY

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APPLICATION FOR THE ISSUE OF A CERTIFICATE OF AIRWORTHINESS

A vertical line in the margin indicates an amendment to the previous version.

1. DETAILS OF AIRCRAFT					
Registration Mark:			T7-		
Manufacturer's Designation of Aircraft:					
Serial Number:					
Manufacturer of Aircraft:					
Date of Manufacture:					
Type Certificate Data Sheet (TCDS) to which the aircraft conforms: *(See note 4)*					
If the aircraft is being imported from an EASA Member State, is the aircraft grandfathered under Commission Regulation (EC) No. 748/2012?			☐ Yes ☐ No ☐ N/A		
☐ New or ☐ Used	Airframe Hours:			Cycles:	
Engine(s) Manufacturer:			Type Designation:		
Propeller(s) Manufacturer:			Type Designation:		
APU Manufacturer:			Type Designation:		
Maximum Take-off Mass:	(kg)		Maximum Landing Mass:	(kg)	
Maximum No. of Seats Installed: *(See note 6)*	Passengers:			Crew:	
2. FLIGHT MANUAL / PILOT OPERATING HANDBOOK *(See note 7)*					
FM/POH Reference Number:			Revision No.:		

3. AVIONICS SYSTEM INSTALLATION AND EQUIPMENT FITTED
Include additional categories of equipment below if installed

Category	Manufacturer	Type/Model	Quantity
VHF Communication:			
HF Communication:			
VHF Navigation, Marker:			
ELT:			
Radio Altimeter:			
DME:			
ATC Transponder:			
TCAS/ACAS:			
GPS:			
ADF:			
Weather Radar:			

Satcom:			
Satcom with T-PED function:			

4. RECORDERS

	Manufacturer	Type/Model	Quantity
Flight Data Recorder (FDR):			
Cockpit Voice Recorder (CVR):			
Combination Recorder:			

5. NOISE CERTIFICATION *(See note 8)*
Noise levels should include the unit of measure

ICAO Noise Certification Standard:				
Lateral/Full Power Noise Level:	Approach Noise Level:	Flyover Noise Level:	Over Flight Noise Level:	Take-off Noise Level:

6. DIFFERENCES TO TYPE DESIGN STANDARD *(See notes 9 and 10)*
Continue on a separate sheet if necessary

Please provide details of any Major Design Change (e.g. STCs,)
If no differences exist, please state NONE in the first box.

NOTE: The major modifications (STCs) listed must be approved or accepted by the TC holder's state as indicated in section 1 and should bear their approval number.

Modification No.	AFM Suppluments Document No. incl. Revision Status/Date		ICAs (refer to AMP/SM 13)	Date installed
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	
	No ☐ Yes ☐		No ☐ Yes ☐	

7. RECORDS *(See note 11)*		
The maintenance and continuing airworthiness records are in the English language:	☐ Yes ☐ No	
Provide comments if some, or all, of the records are not in the English language:		
Have any Alternate Method of Compliances (AMOC) been applied to Airworthiness Directives applicable to the aircraft, engines, or equipment? Reference CAP 02 Chapter 25.	☐ Yes ☐ No	
If Yes, please provide details:		

8. DETAILS OF AIRCRAFT INSPECTION *(See notes 12 - 14)*

8a. Details of Aircraft Records and Documents Inspection

Please select one of the following two options:

☐ **Request for records and documents desktop inspection:**

Note 1: If you choose this option, refer to CAP 08 for the documentation that must be submitted to the Inspector in electronic format.

Note 2: Documentation should be submitted at least 7 days prior to the scheduled aircraft physical inspection.

Note 3: The San Marino CAA reserve the rights to deny desktop inspections.

☐ **Request for records and documents during on-site inspection:**

Note 1: If you choose this option, please complete the following fields of Section 8a.

Date and location of aircraft records and documents inspection:	Date:	
	Location:	
Host Organisation where the aircraft records and documents will be inspected:		
Details of person presenting the aircraft records and documents for inspection:	Name:	
	Telephone No.:	
	Email:	

If the details of the aircraft physical inspection are the same as 8a above, tick the box ☐
If different, proceed to complete 8b:

8b. Details of Aircraft Physical inspection

Date and location of aircraft physical inspection:	Date:	
	Location:	
Host Organisation where the aircraft will be physically inspected:		
Details of person presenting the aircraft for physical inspection:	Name:	
	Telephone No.:	
	Email:	

9. CERTIFICATE OF AIRWORTHINESS PERIOD OF VALIDITY *(See note 15)*
I hereby request a certificate of airworthiness valid for a period of:
☐ 12 months — Applicable only for those aircraft operated privately under CAR OPS 2A, CAR OPS 2H or a RPA operating under CAR OPS 4, or aircraft operated commercially under an ICAO Article 83bis agreement, or CAR OPS 1 and CAR OPS 3 (Commercial Air Transport).
☐ 24 months — Applicable for those aircraft operated privately under CAR OPS 2A & CAR OPS 2H equipped with one or more turbine engine(s) or a RPA operating under CAR OPS 4, a copy of the contract with an acceptable continuing airworthiness management organisation valid for at least 12 months, must be supplied.
☐ 36 months — Applicable for those aircraft operated privately under CAR OPS 2A & CAR OPS 2H equipped with one or more turbine engine(s) a copy of the contract with an approved continuing airworthiness management organisation valid for at least 12 months, must be supplied.

10. APPLICANTS DECLARATION I hereby declare that to the best of my knowledge the particulars given on this application are true in every respect. I agree to pay all charges in connection with this application in accordance with the current Scheme of Fees on behalf of the aircraft owner/operator.			
Date:		Position:	
Name of Applicant:		Signature of Applicant:	

Note: Refer also to Guidance Notes overleaf.

Guidance Notes for the Completion of this Application

1. These notes are provided to assist in the completion of the Form in respect of applying for the initial issue of a Certificate of Airworthiness (C of A). Applicant must refer to the relevant Civil Aviation Regulations (CAR) and Civil Aviation Publications (CAP) for further guidance.

2. Applicants should note that unless all Sections of the form are completed accurately and all necessary documents supplied, the CAA may not be able to process the application. In this event, the applicant will be notified accordingly and the application held until all the required information is supplied.

3. The application must be signed by the aircraft owner, the owner's authorised representative or the operator's representative.

4. Please state the EASA, FAA or TCCA Type Certificate Data Sheet with which the aircraft complies for registering the aircraft in San Marino. The CAA will also accept an aircraft that has been Type Certificated by Agência Nacional de Aviação Civil (ANAC) of Brazil provided the aircraft type has previously had a Type Certificate issued by EASA, FAA or Transport Canada (TCCA). Please refer to CAR 21.25.

5. Engine and propeller details should include the manufacturer and type designation of the engine. The engine/propeller combination must comply with the Type Certificate Data Sheets (TCDS) or applicable Supplemental Type Certificates (STCs).

6. Details of occupancy; 'Seating Capacity' should be the total number of seats fitted and certified for usage during take off and landing in accordance with the aircraft (TCDS), applicable STC or other accepted data. 'Crew Seats' should be the number of seats solely for the use of crew.

7. In respect of a Flight Manual or Pilot's Operating Handbook, the applicable document reference number is required and must conform to that detailed on the aircraft (TCDS). All applicable Flight Manual/POH Supplement references, including their revision status must be included. Supplements sometimes have numbers or just titles. Supplements are often a condition of an STC having been embodied on the aircraft.

8. Please state the Chapter of ICAO Annex 16 with which the aircraft complies and the certified noise levels including the unit of measure for each level.

9. Additional requirements for import include information in respect of modifications, including STCs that have been embodied to ensure compliance. If further guidance is required, please see Note 10 below or if in doubt contact the CAA.

10. (a) Details should be given of any significant modifications (for example additional, replacement or modified systems or equipment) which have been embodied on the aircraft at, or since, original manufacture, including STCs.
    (b) Any modifications listed must be supported by documentation defining the modification, demonstrating its approval status and, including any applicable Flight Manual/POH supplements.
    (c) It is important to declare all known modifications as failure to do so can delay the issue of the C of A.
    (d) All modifications must be approved. It is the aircraft owner's responsibility to establish and demonstrate that any modifications have been approved by a National Aviation Authority.
    (e) If no significant changes have taken place to the original build standard as in (a) please state NONE.
    (f) For ANAC Type Accepted aircraft please refer to CAR 21 Subpart C as there are specific requirements that apply to these aircraft.

11. Please do not send original documents, as copies of the originals are sufficient to accompany this application. Original documents will be reviewed by the CAA Airworthiness Inspector when inspecting and recommending the issue of the C of A. Applicant must refer the relevant CAP 08 for further guidance on documents required to be onsite. Maintenance and continuing airworthiness records must be in the English language or accompanied by an official translation.
12. If the inspection of the aircraft and its records are to be done in a different location, the inspection of the aircraft records must be accomplished prior to the aircraft physical inspection, the aircraft is not flown or the aircraft configuration has not changed between the records and aircraft inspections. When the aircraft was flown or the aircraft configuration has changed since the documents have been provided for the review, all work reports and ATL's issued/completed after that date, must be presented during the aircraft inspection.

13. It is strongly recommended that the Nominated Airworthiness Coordinator or Postholder for Continuing Airworthiness is present during the CAA inspection of the aircraft and its records. Questions arise during the inspection that they are best placed to answer and unnecessary delays can therefore be avoided.

14. If the inspection of the aircraft and its records demonstrate that a C of A cannot be issued due to findings, non-compliances or the aircraft is not in a condition for safe operation, the CAA may require the aircraft and records to be re-inspected prior to the issuance of the C of A.

15. A Certificate of Airworthiness will be valid for a maximum period of;

    (1) 12 months for an aircraft operating in accordance with CAR OPS 1/3;
    (2) 24 months for an aircraft operating in accordance with CAR OPS 1/3, which has had the initial 12-month validity extended by an Airworthiness Review;
    (3) 12 months for an aircraft operating under a foreign AOC;

(4) 12 months for aeroplanes below 5700 kg operating in accordance with CAR OPS 2A, Part I or helicopters below 3175 kg operating in accordance with CAR OPS 2H;
(5) 24 months for aerial work aircraft operating under CAR OPS 2A/H,
(6) 24 months for an aeroplane operating under CAR OPS 2A Part I and having a turbine engine or CAR OPS 2A Part II or a helicopter above 3175 kg operating in accordance with CAR OPS 2H and the continuing airworthiness is managed by the owner/operator in accordance with CAR AIR;
(7) 36 months for an aircraft operating in accordance with CAR OPS 2A or CAR OPS 2H and having a turbine engine that has the continuing airworthiness managed by an approved CAR CAMO organisation; or
(8) 24 months for an aircraft operating under CAR OPS 4;

16. For privately operated aircraft under CAR OPS 2A, Part II, CAR OPS 2H, or a RPA operating under CAR OPS 4 the C of A will normally be valid for a period of 12 months from the date of issue unless satisfactory maintenance arrangements are made for the management of continuing airworthiness, which in such cases, the C of A may be valid for a period of 24 months.

Satisfactory maintenance arrangements are considered to be a suitable contract with an approved continuing airworthiness management organisation from the following Authorities as defined on CAP 02 para 20:

(1) EASA Part M Subpart G, as approved by an EASA Member State;
(2) CAR M Subpart G, as approved by the UAE GCAA;
(3) CAR OPS 1 or CAR OPS 3 Maintenance System Approval, as approved by the San Marino CAA;
(4) OTAR Part 39 Subpart E Continuing Airworthiness Management as approved by the Civil Aviation Authority of the Cayman Islands (CAACI);
(5) OTAR Part 39 Subpart E Continuing Airworthiness Management as approved by the Bermuda Civil Aviation Authority (BCAA);
(6) UK CAA Part M Subpart G / Part CAMO, as approved by the UK CAA.

Such contracts must be for a minimum of twelve months duration and up to date, signed, copies provided to the CAA at the time of the aircraft inspection. Copies of the contracts do not have to include the financial details.

In case the operator has an in-house CAMO, a contract is not required.