



REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY

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APPLICATION FOR A VARIATION TO AN AIRWORTHINESS LIMITATION (AWL)

1. DETAILS OF AIRCRAFT <i>(See note 1)</i>			
Registration Mark:			
Manufacturer's Designation of Aircraft:			
Serial No.:			
Manufacturer of Aircraft:			
Date of Manufacture:			
San Marino Accepted Type Certificate No.:			
2. DETAILS OF AIRCRAFT OPERATOR			
Name:			
Address:			
Telephone no.:		Fax No.:	
3. DETAILS OF NOMINATED AIRWORTHINESS COORDINATOR / POSTHOLDER FOR CONTINUING AIRWORTHINESS <i>(See note 2)</i>			
Name:			
Telephone No.:		Email:	
4. DETAILS OF AIRWORTHINESS LIMITATION (AWL)			
Aircraft State of Design (NAA):			
Airworthiness Limitation Item (ALI) Reference:			
ALI Title:			
Compliance is due at or by:			
Description of the proposed variation to the ALI:			

5. DETAILS OF THE SAFETY CASE FOR WHICH THE VARIATION IS REQUESTED (SEE NOTE 3)

Details of the operator's safety case and risk assessment under the SMS.

Attachments are included: Yes No

6. AIRWORTHINESS COORDINATOR OR POST HOLDER FOR CONTINUING AIRWORTHINESS DECLARATION

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate in every respect.

I agree to pay all charges in connection with this application in accordance with the current Scheme of Fees.

Date:		Position of Applicant:	
Name of Applicant:		Signature of Applicant:	

CAA SMR USE ONLY

Date Application Received:		Date of Recommendation:	
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Comments:

Name of Airworthiness Inspector:		Signature of Airworthiness Inspector:	
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SAN MARINO CAA APPROVAL

Date:			
Variation Approved by (Name):		Signature:	

Guidance Notes for the Completion of this Application

1. The manufacturer's designation of the aircraft must be that as identified on the certificate of airworthiness and not the manufacturer's marketing name. The San Marino Accepted Type Certificate number can be found on the Certificate of Airworthiness.
2. The applicant for a variation to an aircraft maintenance programme must be applied for by the Operator's Airworthiness Coordinator in the case of a privately operated aircraft under CAR OPS 2, or the Continuing Airworthiness Postholder in the case of a commercially operated aircraft.
3. The applicant should supply evidence that the variation to the AWL represents an acceptable safety risk. This may include such things as support from the NAA that issued the AWL, the Type Certificate Holder (TCH) affected by the AWL, performing additional tasks during the period of the variation and a risk assessment under the owner/operator's Safety Management System.