



**REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY**

Via Consiglio dei Sessanta, 99
47891 Dogana
Republic of San Marino
TEL: +378 (0549) 882929 | FAX: +378 (0549) 882928

Information Circular No. 21

Bombardier Aircraft Types and the existence of a Supplemental Type Certificate (STC) and a Service Bulletin (SB) for the same Major Design Change

It has become apparent that there is a possibility that both a STC and SB have been issued for the same Major Design Change on some Bombardier aircraft types. This has caused some confusion for Operators and their Maintenance Providers as to what document should be referenced within the aircraft's Continuing Airworthiness Records and what document (i.e. STC or SB) should take precedence in terms of the approval basis for the Design Change.

CAR 21.73(g) requires for the approval of a major design change, covered by an STC, to be signified by the issue of an approval document by the Authority. Whereas CAR 21.81 states that a design change covered by the issue of a SB is deemed to be approved by the Authority without the need for a formal approval document to be issued.

In the examples that have come to light, there is a statement in each SB that the "Approval Basis" for the SB is that of the applicable STC. It therefore follows that the STC must be approved (if it has not already) in accordance with CAR 21.73 and a Form SM 45 – Application for Modification Approval – be submitted to facilitate this to occur.

This Information Circular has been published to raise Operators and Maintenance Providers, of San Marino registered aircraft, awareness of this issue and to properly understand and make sure of compliance with the requirements of both documents (STC and SB) and any associated or referenced supporting documentation. For example Aircraft Flight Manual Supplements (AFMS), Instructions for Continuing Airworthiness (ICAs) etc.

The CAA, having discovered two aircraft that have embodied a Bombardier SB without gaining CAA approval of the referenced STC and obtaining and incorporating the documents which are part of the STC, the CAA requests that operators of Bombardier aircraft types review their continuing airworthiness records to ensure that they do not have the same situation and seek CAA approval of the STC.

Yours truly,

Eng. Marco Conti
Director General

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