



**REPUBLIC of SAN MARINO  
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**Gulfstream Aircraft Types and the embodiment of Aircraft Service Changes (ASC)**

It has become apparent that the basis of approval (Regulatory Statement) wording within Gulfstream ASC's has led to some confusion. Gulfstream use different terminology for the document they use as an equivalent to a Service Bulletin, the term "Aircraft Service Change" (ASC) is used instead. This in itself is not a problem once known. What does need to be understood however is that historically the wording within the design change regulatory statement, at the beginning of every ASC, has changed over time. Some of the older ASC's contain sentences such as:

***"Individual approval should be obtained from the appropriate airworthiness agency prior to installation on aircraft registered outside of the United States"***

or

***"Individual approval may be required from the Civil Aviation Authority if the State of Registry for aircraft registered outside the United States"***

This of course means that when an ASC (containing these types of sentences or those similarly worded) is to be embodied on to a San Marino T7 registered aircraft prior specific approval must be gained from SM CAA and a Form SM 45 – Application for Modification Approval – be submitted to facilitate this to occur.

There is a possibility that the above statement has been missed by operators of T7 registered aircraft, when considering and planning the embodiment of an ASC, on the assumption that a "SB" is automatically accepted in accordance with CAR 21.81. Unfortunately, this is not the case when such a statement (quoted above) is included in the design change basis of approval, i.e. the ASC Regulatory Statement.

It is also important, when considering the embodiment of an ASC, to establish within the ASC regulatory statement that it is not just applicable to aircraft on the US register and is applicable to the aircraft certification standard declared at Type Acceptance, when the aircraft first came on to the San Marino register. This research is the responsibility of the operator and not for the SM CAA to establish

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 the specific Gulfstream ASC in question and CAR 21 Subpart C.

Yours truly,

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Director General



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