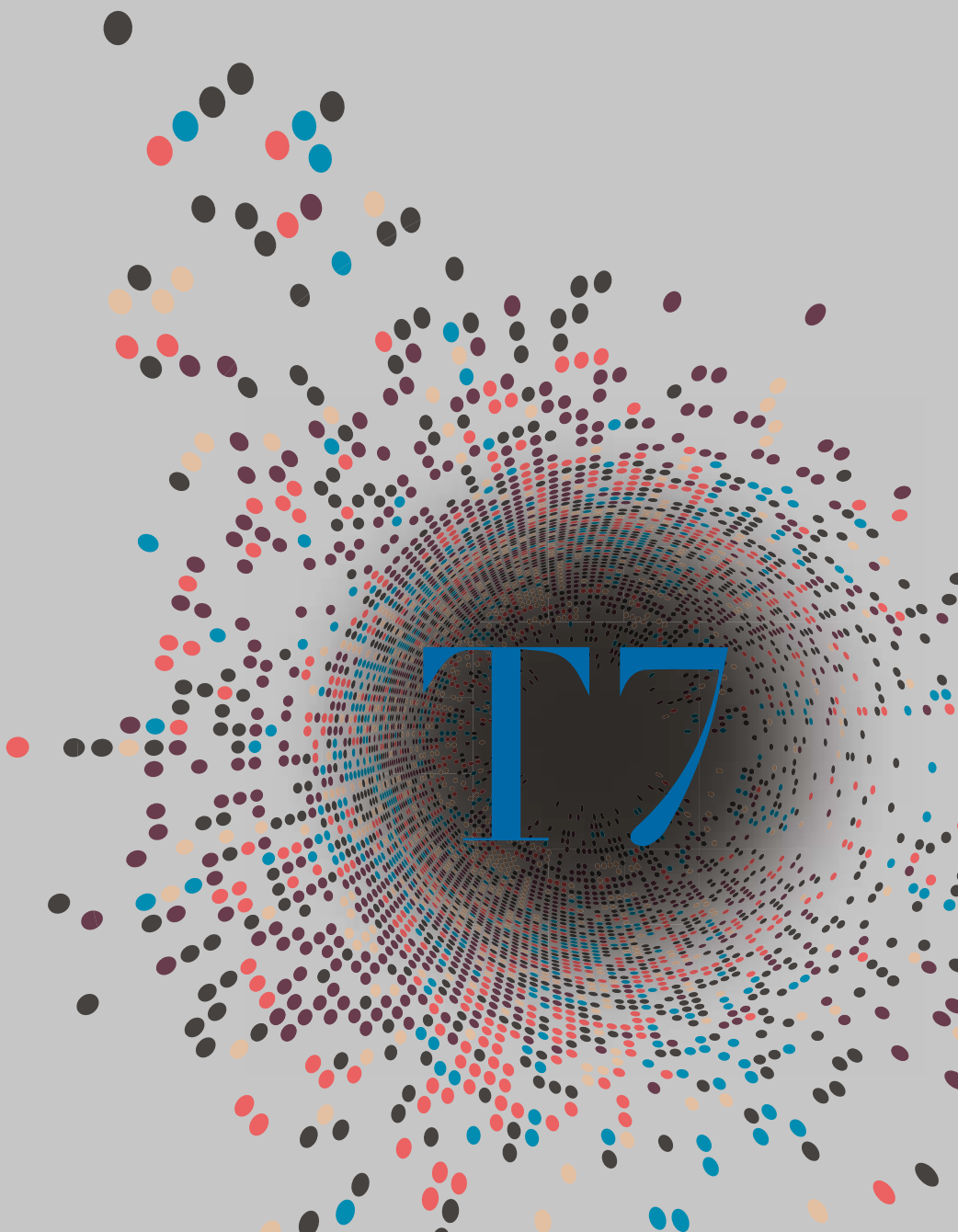


San Marino Aircraft Registry



Repubblica di San Marino



*The oldest sovereign State founded
on September 3rd, 301 AD and
located in the north-eastern part
of the Italian peninsula.*



Autorità per l'Aviazione Civile e la Navigazione Marittima



The Republic of San Marino is an ICAO Contracting State since 1988, we pride ourselves on taking commitment to comply with ICAO international standards in providing safety oversight of our registered aircraft.

since
1988



President of the ICAO Council Dr. Olimuyiwa Bernard Aliu presenting our CAA San Marino Director General Ing. Marco Conti with the President Certificate for exemplary commitments and progress on aviation safety

During the opening ceremonies of ICAO 39th Assembly at ICAO HQ in Montreal on 27 September 2016, ICAO presented the Republic of San Marino with the Council President Certificate as recognition of the State's commitments, significant progress and contribution to a safer global network.

OUR MISSION

Safety | Compliance | Service

THE HEADQUARTERS



Members:



ABAA



NBAA

MEBA





OUR HISTORY

Since the Civil Aviation Authority (CAA) launched its Aircraft Registry in December 2012, the Republic of San Marino has become a leading jurisdiction for aircraft owners, lessors, financiers and operators seeking aircraft registration and air operator certification.

San Marino Aircraft Registry – a global leader and expert in Aircraft Registration Services, is well positioned to assist aircraft owners realise the fiscal and operational benefits of the T7-Register.

Follow our timeline to find out more about our achievements.

2012-13

- > Inauguration of San Marino Aircraft Registry during MEBAA_Dubai.
- > Aircraft Registry extended its services to Commercial Air Transportation

2014-15

- > First ICAO 83bis agreement is executed with the Republic of Lebanon for the use of Middle East Airlines (MEA).
- > Acceptance of EASA, UAE GCAA, and Singapore Part 145 organisations
- > Ratification of the Cape Town Convention
- > First AOC granted to ACASS Europe SRL
- > Acceptance of FAA Part 145 organisations



2016-17

- > First RPAS Operator Certificate granted
- > Awarded ICAO Council President Certificate
- > Ratification of Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe
- > Inaugurates offices at Eccelsa FBO at Olbia/Costa Smeralda Airport

2018-19

- > Acceptance of Hong Kong HKAR-145 and Canadian CAR Part V Subpart 73 organisations
- > First AOC cargo operation certified
- > Acceptance of Brazil Type Certificate

2020-21

- > Implementation of Fractional Ownership Operations
- > Acceptance of United Kingdom Type Certificate, UK CAA Part 145 organisations and Part-M Subpart G / Part CAMO



THE TEAM

World Leaders in Safety, Compliance and Service

Our experienced team of regulators, aviation consultants, registration and licencing officers, is recognized for its pragmatic, professional and efficient approach.

Our team works closely with you, the aircraft owner/operator, to fully understand your aviation needs and to provide seamless solutions, perfectly suited to your intended operation.

We understand that our operators deserve dedicated and regulatory support in this highly complex and ever changing aviation environment. For this reason, the CAA has a team of very experienced and professional safety Inspectors with proven capabilities and qualifications to cater for all aircraft types and operations. These CAA experts have previous experience with ICAO, FAA, EASA, TC or CASA and hold associated ratings and experience on wide-body, narrow-body, turbo-propeller aeroplanes as well as large multiengine helicopters.

Training is regularly given to these Inspectors to ensure their technical knowledge and competencies keep ahead of the latest advancements in aviation technology.

OUR **SAFETY OVERSIGHT**

Our responsibilities, functions and duties as an ICAO Member State with respect to aviation safety oversight in compliance with our obligations as signatory to the Convention on International Civil Aviation (the “Chicago Convention”). We have established and manage an effective and sustainable State Safety Oversight system (SSO) through the implementation of the eight critical elements(CEs)

These critical elements are as follows:

CE-1 — Primary aviation legislation;

CE-2 — Specific operating regulations;

CE-3 — State system and functions;

CE-4 — Qualified technical personnel;

CE-5 — Technical guidance, tools and provision of safety-critical information;

CE-6 — Licensing, certification, authorization and approval obligations;

CE-7 — Surveillance obligations; and

CE-8 — Resolution of safety issues.

The eight CEs of an SSO system are used to assess the State’s capability for safety oversight and Republic of San Marino overall effective implementation score is 98.2%.

We regulate and supervise all our aviation activities to ensure the safe, efficient and regular operation of air services.

SAFETY OVERSIGHT...AN OBLIGATION



REGISTRATION

An innovative legal framework for registration combined with tax efficiency allows for a smoother and speedy transition to T7 registration whilst offering more competitive fees. It contributes greatly in creating a streamlined and very simple straightforward registration process.

ELIGIBILITY FOR REGISTRATION

The Republic of San Marino offers a streamlined and innovative legal framework for the registration of aircraft that offers owners flexibility to hold ownership of an aircraft registered in the Republic of San Marino, without the need to incorporate a new San Marino company.

The CAP 01 I Registration of Aircraft provides details of the person or company who qualifies to hold ownership of an aircraft registered in San Marino

DOMICILE REPRESENTATIVE

Foreign companies or citizens holding ownership on an aircraft qualify to register its aircraft in the Republic of San Marino after electing domicile with a representative residing or legally established in the Republic of San Marino. The representative will act as an address for service with the only responsibility to transmit to the owner any communication or notifications from the CAA.



SERVICE BEYOND YOUR EXPECTATIONS

TAXATION

Tax efficiency is an important driver in the decisions of owners and operators when considering where to register their aircraft.

The aircraft registered in the Republic of San Marino shall be exempted from an import tax provided:

- ✈ The entity holding title of the asset is a foreign citizen, foreign company, or San Marino Trust
- ✈ San Marino companies engaged in commercial air transport operations that either own or lease an aircraft under an Air Operator Certificate (AOC) issued by the CAA

GLOBAL

INSPECTOR NETWORK

EXCLUSIVE

AIRCRAFT REGISTRATION OFFICER

5-7 DAYS

REGISTRATION TIME-FRAME

A large commercial airplane, likely an Airbus A320neo, is parked on a tarmac. The aircraft features a white base paint with blue and red stripes along the fuselage and a green tree-like logo on the tail. The engine cowling has the word 'neo' written on it. In the foreground, large blue 3D numbers '1000' are placed on the ground, with the first '1' containing the letters 'MSN' vertically. A blue geometric shape in the top left corner contains the title 'TYPE OF OPERATIONS'.

TYPE OF OPERATIONS

Whether your aircraft is used for private, corporate, aerial work operations or Non-Scheduled/Scheduled commercial air transport, the CAA/Registry offers you options:

1000
MSN

CAR OPS 1

Commercial Air
Transportation
(Aeroplanes)

CAR OPS 2A

Private or Corporate
General Aviation
Operations
(Aeroplanes)

CAR OPS 2H

Private or Corporate
General Aviation
Operations
(Helicopters)



0 A320 Family

CAR OPS 3

Commercial Air
Transportation
(Helicopters)

CAR OPS 4

Remotely Piloted
Aircraft System
(RPAS) Operator
Certificate

ICAO 83 BIS

Commercial Air
Transportation
(Aeroplanes or
Helicopters)
under a foreign Air
Operator Certificate

COMMERCIAL AIR TRANSPORTATION

COMMITMENT TO
SAFER OPERATIONS



In December 2013, the Registry opened its door to commercial air transportation welcoming business jet charter operators and airlines utilizing T7 registration.

The Registry offers two options for an organisation or enterprise that wishes to operate an aircraft for the purpose of commercial air transport.

The first option is to obtain an Air Operator Certificate (AOC) from the CAA for any operator who meets CAR OPS 1, principal place of business definition and has a registered office in the Republic of San Marino.

The second option is for a foreign commercial air transport operator to utilize their foreign AOC under an ICAO Article 83bis agreement.

Since 2014, the CAA has entered ICAO Article 83bis agreements with the following countries:

Republic of Lebanon

Kingdom of Saudi Arabia

AOC N°	Company Name
SM 001	ACASS San Marino Srl
SM 002	Titanfly International Srl
SM 003	Empire Aviation San Marino Srl
SM 005	ICS-Aero SM Srl
SM 009	Avcon Jet Srl
SM 010	TAG Aviation San Marino Srl
SM 012	Luxaviatian San marino Srl
SM 015	Overstar Srl
SM 016	Titan Aviation San Marino Srl
SM 017	San Marino Executive Aviation Srl
SM 020	Sorens Aero Srl
SM 021	FTC Aviation Srl
SM 022	Jet Management San Marino Srl
SM 024	SPEC Aviation SM Srl
SM 025	Alpha One San Marino Srl
SM 026	Sparfell Luftfahrt Srl
SM 027	Limitless Aviation SM Srl
SM 028	Compass Aviation Srl
SM 029	SMJet Srl

MULTILATERAL **AGREEMENT**



THE REPUBLIC OF SAN MARINO IS A PARTY TO THE MULTILATERAL AGREEMENT ON COMMERCIAL RIGHTS OF NON-SCHEDULED AIR SERVICES IN EUROPE, SIGNED IN PARIS ON 1956

According to article 2 of the Agreement, aircraft operated by a State Party's AOC holder are freely admitted to the territories of other State Parties for the purpose of embarking and/or disembarking passengers, cargo and mail for remuneration, without the imposition of the regulations, conditions and limitations of the State Party where the embarking and/or disembarking takes place (as otherwise provided by article 5 of the 1944 Chicago Convention on International Civil Aviation). Aircraft are freely admitted when they are engaged in the following non-scheduled activities:

- (i) flights for humanitarian or emergency needs
- (ii) taxi-class passenger flights with a seating capacity up to 6 passengers, provided that the flight is of occasional character, the destination is chosen by the hirer and no part of the aircraft capacity is resold to the public
- (iii) flights on which the entire capacity is taken by a single hirer for the carriage of its staff or merchandise, provided that no part of the aircraft capacity is resold to the public
- (iv) single flights, no more than one per month for each operator between the same two airports
- (v) exclusive cargo flights, unless the concerned State Party deems that these flights are harmful to the interests of its scheduled air services
- (vi) passenger flights between regions which have no reasonable direct connection by scheduled air services, unless the concerned State Party deems that these activities are harmful to the interests of its scheduled air services

The spirit of the Agreement is in the direction of liberalization, since under the mentioned conditions no advance flight approvals as usually applied by the State Parties are required. The foreign AOC holder must only submit a prior notification to the State Party of departure and/or destination of the planned flight. Prior notifications are subject to the specific regulations established by each State Party in respect of non-scheduled traffic rights.



PRIVATE OPERATIONS



SMAR continues to expand its Private Operations regulations with the aim to help aircraft owners and operators to ascend to a higher level of productivity and other advantages.



Private use

Own business use

Corporate use

PRIVATE OPERATIONS OPTIONS

Fractional Ownership Programmes

Time Sharing Agreement

Interchange Agreement



CERTIFICATION & **MAINTENANCE**

TCDS ISSUED BY EASA, FAA, TRANSPORT CANADA,
UNITED KINGDOM AND BRAZIL ARE ACCEPTABLE

TYPE CERTIFICATES

Whilst complying with internationally recognized standards, the CAA is flexible in its approach and a Type Certificate (TC) and the associated Type Certificate Data Sheets (TCDS) issued by either the Federal Aviation Administration (FAA) of the United States, Transport Canada, or the European Aviation Safety Agency (EASA), Civil Aviation Authority (UK CAA) of the United Kingdom and ANAC Brazil would be acceptable to the CAA.

In practice this means that the CAA will accept an aircraft from any of the above Authorities without the aircraft having to undergo any modifications to revert it to the certification standard of the State of Design.

In the matter of STCs embodied on an aircraft, the CAA will accept without further review any STC that has been previously approved by the above Authorities when the CAA first issues the aircraft with a Certificate of Airworthiness (C of A).

MAINTENANCE ORGANISATION

The CAA allows aircraft owners and operators to select maintenance organisations mostly conveniently located.

The CAA automatically accepts an appropriately approved maintenance organisation from the following Authorities as meeting the equivalent standards of CAR 145 regulations within the scope of work as stated in the approval.

- EASA Part 145
- UAE GCAA CAR 145
- Singapore CAAS SAR Part 145
- EASA Part M, Subpart F
- FAA FAR Part 145
- Hong Kong CAD KHAR-145
- Transport Canada Civil Aviation CAR Part V, Subpart 73; and
- UK CAA Part 145

In cases, other than the above mentioned, a maintenance organisation may be approved upon application subject to it demonstrating compliance with CAR 145 requirements.

A photograph of a white private jet inside a large hangar. The hangar has a blue exterior and a white interior with orange lighting. A blue triangular overlay is in the top left corner, containing the word "AIRWORTHINESS" in white capital letters. A white horizontal line is above the text.

AIRWORTHINESS

CONTINUING AIRWORTHINESS

The Registry will permit owners/operators of San Marino registered aircraft operated for private/corporate use to apply for a Certificate of Airworthiness (C of A) valid for a period of 24 months, if they establish a suitable contract with an appropriately approved continuing airworthiness management organization from the following Authorities:

- (a) EASA Part M Subpart G, as approved by an EASA Member State
- (b) CAR M Subpart G, as approved by the UAE GCAA
- (c) UK CAA Part-M Subpart G / Part CAMO, as approved by the UK CAA
- (d) CAR OPS 1 or CAR OPS 3 Maintenance System Approval, as approved by the San Marino CAA.
- (e) OTAR Part 39 Subpart E Continuing Airworthiness Management as approved by the Civil Aviation Authority of the Cayman Islands (CAACI)
- (f) OTAR Part 39 Subpart E Continuing Airworthiness Management as approved by the Bermuda Civil Aviation Authority (BCAA).

CERTIFICATE OF AIRWORTHINESS VALIDITY

The Certificate of Airworthiness (C of A) may be valid for a period of up to 24 months from the date of issue for an aircraft operating in accordance with CAR OPS 2A and CAR OPS 2H (General Aviation Operations), unless the owner or operator chooses not to have a suitable contract with an approved continuing airworthiness management organisation acceptable to the CAA, in which case the C of A will normally be valid for a period of 12 months.

The C of A will be valid for 12 months for an aircraft operating on Commercial Air Transportation including under an ICAO Article 83bis Agreement.

AIR SAFETY FIRST

CAR OPS 2A or CAR OPS 2H
(General Aviation Operations)

C of A
12 month validity

Initial C of A
inspection

C of A Renewal
inspection
12 month interval

C of A
24 month validity

Initial C of A
inspection

ARD submission
12 month interval

C of A Renewal
inspection
24 month interval



LICENCE VALIDATIONS



Flight crew and aircraft maintenance engineers with licences from foreign countries that are ICAO Contracting States may apply to San Marino for a validation of their foreign licence. The San Marino validation will allow the same privileges to be exercised while flying or maintaining a T7 registered aircraft.



All applicants can request up to 36 months validation, however the validity of the validation shall not extend beyond the period of validity of the foreign licence.



The licence validation process can be completed within 24 hours provided legible scanned copies for initial and renewal applications are properly submitted. For pilots involved in commercial air transport, the initial application should contain documentation from the State that issued the licence confirming the validity of the licence.

PRIVATE

OPERATIONS

FLIGHT CREW

LICENCES

SAME-DAY

VALIDATION SERVICES



A low-angle photograph of a historic stone clock tower under a clear blue sky. The tower features a large clock face with Roman numerals and a decorative stone structure above it. To the right, a white statue of a figure holding a spear is visible. A blue semi-transparent overlay is positioned on the left side of the image, containing the text 'MORTGAGE REGISTRY'.

MORTGAGE REGISTRY



MORTGAGE

All mortgages of an aircraft are registered with the CAA in accordance with art. 41 of Law n. 125 of 29th July 2014.

The law permits changes to the details originally included on the Mortgage registered, cancellation of a registered mortgage, cancellation of a mortgaged aircraft, and to search the CAA Register of Aircraft to confirm the current registered owner; and whether any mortgages are registered against the aircraft.

CAPE TOWN CONVENTION

On 1st January 2015, the Cape Town Convention and its Aircraft Protocol entered in force in the Republic of San Marino.

In respect to aircraft, the Cape Town Convention offers additional protection to the holders of international interests and facilitates the reduction of costs and risks associated with cross-border aircraft finance and leasing transactions.

The Republic of San Marino has made all of the “qualifying declarations” under Annex 1 to the OECD 2011 Aircraft Sector Understanding in order to create a more competitive legal framework.

PRIORITY NOTICE

A Priority Notice may be submitted to the CAA as a notice of an intention to enter a mortgage on the San Marino Register of Aircraft.

IDERA

With IDERA regulation in place since November 2015, an Irrevocable De-registration and Export Request Authorisation, Designation of the certified designee, De-Registration and Export Request and IDERA Revocation can be made, respectively, in the Form of Annex 1, 2, 3 or 4.

TRUSTED TO SAFEGUARD YOUR ASSET

AIRCRAFT LESSOR SERVICES

GIVING WINGS TO YOUR INVESTMENTS



The San Marino Aircraft Registry has a wealth of experience in dealing with the projects that Lessors face on continuous basis:

- ✈ Delivery
- ✈ Redelivery
- ✈ Early redelivery
- ✈ Repossessions
- ✈ Aircraft with invalid C of As and need to move for maintenance
- ✈ Aircraft without Export C of As
- ✈ Aircraft orphaned and not on any register
- ✈ Incomplete aircraft records
- ✈ Aircraft parked and not on a storage programme
- ✈ Parking between leasing
- ✈ Permit to Fly

The Registry has developed processes to help lessors with all these situations and scenarios, and with our Inspectors based geographically around the World and our quick registration process we can make things easier for you.

Please contact us to talk about our solutions and any specific needs you have.



WORLD-WIDE **PRESENCE**



OUR OPERATING MODEL IS DESIGNED
TO DELIVER FASTER DECISIONS





--- COSTA SMERALDA **BRANCH**

San Marino Aircraft Registry continues its accelerated growth and inaugurates new office in Eccelsa Aviation which operates a dedicated private and business aviation terminal at Olbia Airport. It is located in North East coast of Sardegna, close to Costa Smeralda.

The expansion is part of a strategy to enhance client relations and support to our operators, including a new showroom.

“We want to expand our overall worldwide presence and to provide innovative, high-service level and solutions to the European market”, says David Colindres, President of San Marino Aircraft Registry.

ENHANCING CLIENT RELATIONS AND OPERATOR SUPPORT



A full-page background image featuring a perspective view of an airport runway at sunset. The runway is dark asphalt with a central white dashed line and side white solid lines. Yellow lights line the edges of the runway, leading towards a bright sun on the horizon. The sky is filled with colorful clouds in shades of orange, yellow, and blue. In the distance, a city skyline is visible on the left, and airport buildings are on the right.

DELIVERING THE WORLD'S
FINEST AIRCRAFT
REGISTRATION EXPERIENCE



CONTACT US

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Repubblica di San Marino