



REPUBLIC OF SAN MARINO
CIVIL AVIATION AUTHORITY

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POLICY LETTER 01/2020

ICAO AREAS OF OPERATIONS

(a) Introduction

San Marino CAR OPS 1.245 states...

Unless the operation has been specifically approved by the Authority under OPS 1.246(a), an aeroplane with two or more turbine engines shall not be operated on a route where the diversion time from any point on the route, calculated in ISA and still air conditions at the one-engine inoperative cruise speed for aeroplanes with two turbine engines and at the all-engine operating cruise speed for aeroplanes with more than two turbine engines, to an en-route alternate aerodrome exceeds the following threshold times.

Note: When the diversion time exceeds the threshold time, the operation is considered to be an extended diversion time operation (EDTO).

- (1) Performance Class A aeroplanes (OPS 1, Subpart G) with a maximum approved passenger seating configuration of 20 or more;
 - (i) for aeroplanes with two turbine engines, a threshold distance flown in 60 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; or
 - (ii) for aeroplanes with more than two turbine engines, the threshold distance flown in 120 minutes at the all-engine operating cruise speed.
- (2) Performance Class A aeroplanes (OPS 1, Subpart G) with a maximum approved passenger seating configuration of 19 or less; and
 - (i) [for aeroplanes with two turbine engines, the threshold distance flown in 120 minutes at the one-engine-inoperative cruise speed determined in accordance with subparagraph (b) below; or
 - (ii) for aeroplanes with more than two turbine engines, the threshold distance flown in 180 minutes at the all-engine operating cruise speed.]

The majority of San Marino aircraft fall into para (a)(2)(i) and it is this category of aircraft that is being discussed in this policy statement.



(b) Areas of Operation

San Marino has changed their policy of how the area of operation for an AOC is to be presented in Section F of the Operations Specification. The use of the expression 'worldwide' is no longer to be used. In addition, the following words will be placed in Section G, as applicable to the type of operation.

“Limited to 120 minutes threshold time from an adequate aerodrome (non-EDTO)”

The areas of operation that will be selectable by the operator are as follows:

- **Polar operations above 78° N & 60° S**
- **Africa-Indian Ocean Region (AFI)**
- **Asia Region (ASIA)**
- **Caribbean Region (CAR)**
- **European Region (EUR)**
- **Middle East Region (MID)**
- **North American Region (NAM)**
- **North Atlantic Region (NAT)**
- **Pacific Region (PAC)**
- **South American Region (SAM)**

(c) Form SM 153 and Operation Manual Procedures

On receipt of the application Form SM 153 from the operator the assigned inspector will carry out a thorough review of the operations manuals and assess the competency of the operator to conduct operations in the areas being requested for each aircraft on the AOC.

As part of this process the following standardised actions are required to be completed:

1. A statement that intended routes shall not exceed the established aircraft threshold time unless the operator is approved for EDTO operations.
2. The operations manuals shall state the AOC areas of operation for each aircraft type and any restrictions or conditions that apply within each area of operation, as applicable.
3. The operations manuals shall include the threshold time and threshold distance for each aircraft type operated on the AOC.
4. The operations manuals contain detailed flight preparation, communications and navigation, fuel and oil, performance, meteorological, route and aerodrome information for all the areas of operation being applied for.
5. The operations manuals contain appropriate syllabus of training to flight and ground staff to address operations beyond threshold times of 60 minutes from a suitable aerodrome.



6. The operator can demonstrate the method of flight planning will ensure suitable alternate aerodromes are available within the threshold time applicable to services, facilities and meteorological conditions.
7. The operator can demonstrate appropriate flight tracking and flight watch are in place for the area of operation being applied for.
8. The MEL addressing any pre-flight system serviceability that is required to be functional to operate to the threshold time being approved.
9. The aircraft AFM must support operations to the required threshold time being applied for.

The CAA will re-issue of the Ops Spec for each aircraft reflecting the AOC areas the operator are approved to operate within.

It would be appreciated if the Accountable Manager of your organisation could acknowledge receipt of this policy letter.

If you have any questions regarding this policy letter please direct them to info@smar.aero

Thank you for your cooperation and implementation of this policy.

Yours sincerely,

Eng. Marco Conti
Director General

09 December 2020