



**REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY**

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POLICY LETTER 02/2020 Issue 2

**ACCEPTANCE OF FAA LICENCE INSTRUMENT PROFICIENCY CHECK (IPC)
FOR COMMERCIAL AIR TRANSPORT OPERATIONS**

(a) Introduction

San Marino policy in respect to the validation of licences for pilots conducting commercial air transport operations under a San Marino AOC has been to ensure that the proficiency check, that included the instrument rating as required by the State that issued the licence, was conducted to commercial standards. Most States have this requirement and the FAA requirement is for the instrument proficiency check (IPC) to be conducted to FAR 121 (air carrier) or FAR 135 (charter) standards. However, under FAA regulations this IPC can only be conducted if the pilot is employed by a FAR 121/135 operator.

The current CAP 16, paragraph 3.4.2 policy, in cooperation with training providers (FlightSafety/CAE etc.), requires FAA licenced pilots to ensure the form used for the IPC stated that it "meets FAA test standards for FAR 121/135 as stated in the FAA Document FAA-S-ACS-11, as amended".

This existing policy did not envisage the effect it would have on newly hired FAA licenced pilots, especially under COVID, and the policy has been revised to assist San Marino commercial air transport operators.

(b) Revised Policy

The CAA will now accept a FAA IPC, completed to any FAR Standard (Part 61/91/121/135), provided it either meets CAP 16 paragraph 3.4.2 or is conducted in an approved FFS for that aircraft type and the IPC includes the following normal activities;

- (1) 1 x NPA to minima; and
- (2) 1 x ILS to minima; and
- (3) 1 x missed approach; and
- (4) 1 x circling approach with landing.

If the pilot did not undertake those activities in the FFS the operator would have to include these activities in the normal line training and be documented accordingly on the line training form.



(c) Operator Action

For affected operators, this policy must be included in their OMD although a Flight Crew Instruction/Temporary revision would be acceptable for three months. During normal oversight activities the CAA will confirm this policy has been complied with.

It would be appreciated if the Accountable Manager of your organisation could acknowledge receipt of this policy letter and indicate if any action is contemplated.

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

22 November 2021