



CAR AIR

CONTINUING AIRWORTHINESS (GENERAL AVIATION OPERATIONS)

FOREWORD

CONTENTS

REVISION RECORD

LIST of EFFECTIVE PAGES



FOREWORD

- (a) The Civil Aviation and Maritime Navigation Authority (L'Autorità per l'Aviazione Civile e la Navigazione Marittima) of the Republic of San Marino is known in these regulations as the “Authority”
 - (b) [CAR AIR addresses continuing airworthiness for all aeroplanes operated under CAR OPS 2A (General Aviation Operations - Aeroplane) and for all helicopters operated under CAR OPS 2H (General Aviation Operations - Helicopter) and includes Standards and Recommended Practices up to and including ICAO Annex 8, Amendment 110, where appropriate.]
 - (c) The editing practices used in this document are as follows:
 - (1) ‘Shall’ is used to indicate a mandatory requirement.
 - (2) ‘Should’ is used to indicate a recommendation.
 - (3) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
 - (4) ‘Will’ indicates a mandatory requirement.
- Note: The use of the male gender implies the female gender and vice versa.*
- (d) Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within square brackets until a subsequent revision is issued



REVISION RECORD

REVISION NO.	EFFECTIVE DATE	ENTERED BY <i>(Hardcopy only)</i>
Initial Issue	01 March 2013	
Rev 01	01 August 2014	
Rev 02	01 December 2014	
Rev 03	01 February 2015	
Rev 04	01 October 2015	
Rev 05	01 February 2016	
Rev 06	01 July 2018	
Rev 07	01 July 2019	
Rev 08	01 January 2020	
Rev 09	01 January 2021	
Rev 10	01 July 2021	
Rev 11	01 December 2022	
Rev 12	01 July 2023	
Rev 13	01 July 2025	
Rev 14	01 January 2026	
Rev 15	26 November 2026	



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B-2	01 Dec 22
B-3	01 Dec 22
B-4	01 Dec 22

Subpart C

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Subpart D

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**SUBPART A****GENERAL****AIR.1 Purpose**

- (a) [CAR AIR details the requirements governing aircraft operating in accordance with CAR OPS 2A/H and any aeronautical product associated with those aircraft, excluding those aircraft that the continuing airworthiness management is performed by an approved CAR CAMO organisation.]

Note 1: The holder of an air operator certificate must refer to CAR OPS 1/3, Subpart M for continuing airworthiness regulations.

Note 2: Aircraft which have the continuing airworthiness management contracted to an Authority approved continuing airworthiness management organisations must refer to CAR CAMO for continuing airworthiness regulations.

- (b) The owner or operator of an aircraft not being used for commercial air transport shall have arrangements for continuing airworthiness management acceptable to the Authority.
- (c) These regulations cover the standards of continuing airworthiness necessary for the Authority's acceptance of the arrangements for:
- (1) the management of continuing airworthiness
 - (2) maintenance programmes
 - (3) aircraft records
 - (4) the accomplishment of defect rectification, Line and Base Maintenance

AIR.3 Definitions

Definitions, in the context of these regulations shall have the meanings listed in CAR DEF – Definitions

**SUBPART B****CONTINUING AIRWORTHINESS MANAGEMENT****AIR.51 Management personnel**

The owner or operator of an aircraft registered in San Marino, to whom these regulations apply, shall appoint a person acceptable to the Authority and known as the Airworthiness Co-ordinator who will ensure that appropriate arrangements for continuing airworthiness management required by these regulations are in place.

AIR.53 General continuing airworthiness arrangements

- (a) The owner or operator of an aircraft shall have arrangements for continuing airworthiness management to the requirements of these CAR AIR regulations.
- (b) The Airworthiness Co-ordinator identified in paragraph AIR.51 shall ensure that suitable arrangements for continuing airworthiness management are established and are acceptable to the Authority.
- (c) A change in the nominated Airworthiness Co-ordinator shall be advised to the Authority at the earliest opportunity.

AIR.55 Management responsibilities

The personnel identified in paragraph AIR.51 are responsible for ensuring that the certificate of airworthiness continues to remain valid by suitable arrangements made in accordance with paragraph AIR.53 that also ensure that;

- (a) the aircraft, including its airframe, engines(s), propellers, appliances, emergency equipment and operational equipment, is maintained in an airworthy condition;
- (b) all scheduled maintenance is performed in accordance with a maintenance programme accepted by the Authority;
- (c) appropriate contracted maintenance arrangements are made acceptable to the Authority;
- (d) no person certifies maintenance on the aircraft other than as prescribed in CAR GEN;
- (e) any defects and unserviceabilities are rectified or deferred prior to flight or, are rectified, repaired or, where approved data so provides, the equipment/instrument is removed; and
 - (1) as applicable, for aircraft subject to reliability analysis, a verification of the associated aircraft system's functional reliability is undertaken to ensure the certification basis of the MEL/CDL is not compromised;
 - (2) repetitive defects are identified and controlled;
 - (3) procedures are in place for the notification of any MEL/CDL limitations to the operating crew;
 - (4) procedures are established for the subsequent control of required rectification intervals;



- (f) applicable mandatory continuing airworthiness requirements are complied with within the prescribed period;
- (g) for all aircraft:
 - (1) there are suitable arrangements for the receipt of all relevant continuing airworthiness information published by the Type Design Organisation's for the aircraft, equipment and any applicable accomplished major design change;
 - (2) any required technical and reliability assessments are undertaken and reports of aircraft continuing airworthiness status are made; and
 - (3) applicable continuing airworthiness data is reviewed for the determination of any required actions to be taken and records of such reviews are maintained.
- (h) repairs are carried out and approved in accordance with CAR 21, Subpart M;
- (i) design changes are carried out and approved in accordance with CAR 21, Subpart C and any continuing airworthiness requirements arising from them are incorporated in the aircraft maintenance programme;
- (j) suitable arrangements are made for the regular development of the maintenance programme to ensure effective continuing airworthiness of the applicable aircraft;
- (k) any applicable continuing airworthiness data is made available to those involved in the maintenance of the aircraft;
- (l) any required technical despatch procedures for special operations approved by the Authority are complied with;
- (m) for any aircraft having systems utilising Field Loadable Software and Database Field Loadable Data, controlling procedures are in place to ensure that:
 - (1) Field Loadable Software uploads are accomplished in accordance with the approval requirements of CAR 21 Subpart C; and
 - (2) Database Field Loadable Data is controlled and transferred in accordance with the equipment manufacturer's instructions.
- (n) continuing airworthiness records are maintained in accordance with Subpart D of these regulations;
- (o) occurrence reporting is accomplished to the requirements of the appropriate CAR GEN, Subpart F and appropriate investigations are undertaken to safeguard the aircraft and that of any other, records of such investigations any actions taken shall be reported as required;
- (p) up-to-date mass and balance records are maintained that reflect the approved configuration of the aircraft;
- (q) arrangements are made for technical liaison with applicable type design organisations, operators and maintenance organisations to address any airworthiness issues such as; faults, malfunctions, defects, any required inspection task reporting and inaccurate/misleading airworthiness data;



- (r) liaison meetings are held in compliance with any applicable reliability monitoring programme requirement;
- (s) only materials, parts, components and appliances that comply with CAR 21, Subpart K are installed on the aircraft; and
- (t) maintenance records produced by the contracted maintenance organisations are in the English language.

AIR.57 General maintenance arrangements

- (a) Aircraft with a certificate of airworthiness issued prior to 01 October, 2015 for a period of 36 months, arrangements for the maintenance of aircraft shall submit to the Authority an Airworthiness Review Declaration in accordance with CAR GEN.165(c) and have established a suitable contract;
 - (1) with appropriately validated licensed aircraft engineers for minor defect rectification and Line Maintenance and an appropriately approved CAR 145 maintenance organisation for Base Maintenance; or
 - (2) with an appropriately approved CAR 145 maintenance organisation for defect rectification, Line and Base Maintenance.
- (b) Aircraft with a certificate of airworthiness issued after 01 October, 2015 for a period of 24 months, arrangements for the maintenance of aircraft shall be established by a suitable contract with an approved continuing airworthiness management organisation acceptable to the Authority. Such contracts must be for a minimum of twelve months duration and submitted to the Authority with the Airworthiness Review Declaration in accordance with CAR GEN.165(c).
- (c) For aircraft with a certificate of airworthiness issued for a period of 12 months or less, suitable contracts must be established with an approved maintenance organisation prior to any maintenance being performed.
- (d) The maintenance contracts required by CAR AIR.55(c) and CAR AIR.57(a) shall specify:
 - (1) a clear description of the work required of the maintenance organisation or person that takes account of human factors; and
 - (2) any operator specific maintenance control procedures that are to be followed; and
 - (3) the operator contact information; and
 - (4) details of any supplied maintenance data including its revision status and applicability; and
 - (5) details for the acceptance of materials, parts, components and appliances.
- (e) Persons signing a Certificate of Release to Service shall be appropriately authorised in accordance with the requirements specified in CAR GEN, Subpart C.

**SUBPART C****INSPECTION REQUIREMENTS****AIR.61 Maintenance programme**

- (a) Every aircraft to which this regulation applies shall be maintained in accordance with a maintenance programme accepted by the Authority, which shall be periodically reviewed and amended accordingly by the owner/operator.
- (b) The maintenance programme must establish compliance with:
 - (1) instructions for continuing airworthiness issued by Type Certificate and Supplementary Type Certificate Holders. or;
 - (2) instructions issued by the Authority, if they differ from subparagraph (1) or in the absence of specific recommendations, or;
 - (3) instructions defined by the owner or the operator and accepted by the Authority if they differ from subparagraphs (1) and (2).
- (c) The maintenance programme shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to specific operations.
- (d) The owner/operator is to ensure that all amendments to the maintenance programme are furnished promptly to all organisations or persons to whom the maintenance programme has been issued.
- (e) The periods prescribed by the Authority's accepted maintenance programme may be varied by the owner/operator provided that such variations are within the limits specified in AIR.61(f). Variations are only permitted when the periods prescribed by the maintenance programme, or documents in support of the maintenance programme, cannot be complied with due to circumstances which could not reasonably have been foreseen by the owner/lessee. Particulars of every variation so made shall be entered in the appropriate aircraft records. The variations permitted do not include:
 - (1) Those components for which an ultimate, finite or retirement life has been prescribed.
 - (2) Those tasks that have been classified as mandatory by the Authority or Type Certificate holder.
 - (3) Certification Maintenance Requirements.
- (f) The permitted variations to the maintenance programme in accordance with AIR.61(e) are;
 - (1) Items Controlled by Flying Hours:
5000 flying hours or less; 10%
More than 5000 flying hours; 500 flying hours
 - (2) Items Controlled by Calendar Time:
1 year or less 10% or 1 month, whichever is the lesser
More than 1 year but not exceeding 3 years; 2 months
More than 3 years; 3 months



- (3) Items Controlled by Landing/Cycles:
- 500 landings/cycles or less; 10% or 25 landings/cycles, whichever is the lesser
More than 500 landings/cycles; 10% or 250 landings/cycles, whichever is the lesser
- (4) For items controlled by more than one limit, e.g. items controlled by flying hours and calendar time or flying hours and landings/cycles, the more restrictive limit shall be applied.

AIR.65 Condition monitored and reliability maintenance programmes

- (a) Where the manufacturer of aircraft, engines and propellers prescribe condition monitoring, reliability programmes or health and usage monitoring systems these shall form part of the maintenance programme accepted by the Authority.
- (b) Appropriate procedures shall be established for any applicable condition monitoring or reliability or health and usage monitoring systems referred to in paragraph AIR.65(a).

**SUBPART D****AIRCRAFT RECORDS****AIR.73 Maintenance and continuing airworthiness records**

- (a) The owner or operator of an aircraft shall make provision for the retention of aircraft, engine and propeller log books recording at least the following:
 - (1) maintenance records; and
 - (2) airworthiness records of compliance with airworthiness directives and scheduled maintenance requirements; and
 - (3) records of modifications and repairs; and
 - (4) life component records.
- (b) Maintenance records shall be of sufficient detail to establish the full content of the maintenance activity undertaken and shall include all relevant supporting information, such as component replacement service life records.
- (c) Records shall be in the English language and of sufficient detail to demonstrate the airworthiness status of the aircraft at all times and shall include:
 - (1) a description of maintenance tasks including references to the applicable approved technical data;
 - (2) the date of completion of all scheduled maintenance tasks and reference to the approved maintenance programme;
 - (3) the signature, and authorisation reference of the person certifying the aircraft for return to service;
 - (4) the total time in service by the specified time control basis of the airframe, each engine, each propeller, each rotor and installed equipment;
 - (5) the current status of lifed parts/components of each airframe, engine, propeller, rotor and appliance with referenced to the specified time interval basis required by paragraph AIR.61(h)(3);
 - (6) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis;
 - (7) the current maintenance status of the aircraft, including the time since the last inspection required by the maintenance programme under which the aircraft is maintained;
 - (8) the current status of each applicable airworthiness directive including:
 - (i) the airworthiness directive number;
 - (ii) the revision date;



- (iii) the means of compliance;
 - (iv) and if the airworthiness directive involves recurring action, the time and date when the next action is required.
- (9) a list of all design changes and repairs to each airframe, engine, propeller, rotor and appliance including substantiation data required by CAR 21.73(c);
 - (10) a record of all airframe damage that shows each damage site with a reference to a certified assessment to approved data supporting continued aircraft operation; and
 - (11) a record of any defects or maintenance activities requiring rectification action to restore the aircraft to an airworthy condition.
- (d) The records shall be kept in hard copy form or in electronic coded form provided that this form allows for the preservation and retrieval of information in a manner acceptable to the Authority.
 - (e) Any additional worksheets, documents, technical logs or other documentation associated with the maintenance of the aircraft shall be referenced in the relevant log books and will become part of the maintenance records for retention of records purposes.

AIR.75 Retention of records

- (a) The owner or operator of an aircraft shall retain continuing airworthiness records as specified in CAR GEN.058.
- (b) The owner or operator required by paragraph CAR AIR.79 (a) to provide a Technical Log shall ensure that arrangements are established for the subsequent transmittal of sector record pages to the Airworthiness Co-ordinator responsible for the continuing airworthiness of the aircraft.

AIR.77 Transfer of maintenance records

- (a) Each holder of a San Marino Certificate of Registration for an aircraft shall when transferring the aircraft to another owner or operator, transfer to that person all relevant maintenance records and records of continuing airworthiness.
- (b) In the event of a temporary change of operator, the relevant maintenance records and records of continuing airworthiness shall be made available to the new operator.

AIR.79 Technical log

- (a) [The owner or operator of a large or turbo-jet aircraft as defined in CAR OPS 2A, Part II or a helicopter certificated for a maximum take-off mass exceeding 3175 kg shall provide a technical log for the aircraft which has provision for recording:]
 - (1) the name of the operator;
 - (2) the registration and designation of the aircraft;
 - (3) record of aircraft utilisation including total time (daily, hours, cycles sectors) as applicable including those cycles, such as landings, pressure cycles, engine power ranges, which affect the life of an aircraft or component;



- (4) the time when ground de-icing and/or anti-icing was started and the type of fluid applied, including fluid/water mixture ratio;
 - (5) records of fuel and oil;
 - (6) the maintenance status of the aircraft, the identity of the next scheduled inspection, including date/hours/cycles at which any other out of phase maintenance/inspection is required;
 - (7) any defects or abnormal occurrences found by the pilot during or following a flight; and details of rectification of defects occurring between scheduled inspections including the certificate of release to service for any rectification;
 - (8) details of any deferred rectification including any inoperative equipment with which the aircraft is permitted to be flown under the applicable CARs relating to the operation of the aircraft;
 - (9) records for special operations such as AWO and ETDO;
 - (10) the information required by the applicable CARs relating to the operation of the aircraft;
 - (11) Any necessary maintenance support information for the pilot;
 - (12) the pre-flight inspection signature;
 - (13) the time spent in particular engine power ranges where the use of such engine power affects the life of the engine, engine component or engine module;
 - (14) the number of landings where landings affect the life of an aircraft or aircraft component; and
 - (15) the flight pressure cycles where such cycles affect the life of an aircraft or aircraft component.
- (b) The content of the Technical Log may be altered from that in paragraph AIR.79(a) if alternative methods of recording this data acceptable to the Authority are used.
- (c) The Technical Log shall be kept in hard copy form or in electronic coded form provided that this form allows for the preservation and retrieval of information.