



REPUBLIC of SAN MARINO

CIVIL AVIATION AUTHORITY

Information Circular No. 43 Issue 01

TECHNICAL LOG CONTENT and FORMAT **CAR AIR.79 and CAR CAMO.540**

This circular provides information regarding what is required to achieve and demonstrate compliance with CAR AIR.79 or CAR CAMO.540 (as applicable) for an operator of aircraft that are operating privately in accordance with San Marino CARs:

The owner or operator of a large or turbo-jet aircraft as defined in CAR OPS 2A, Part II, a helicopter certificated for a maximum take-off mass exceeding 3 175 kg or a RPA greater than 150 kg operating under CAR OPS 4 shall have a Technical Log that has provision to record certain items as defined in CAR AIR.79(a) or CAR CAMO.540(a) as applicable.

Historically an aircraft Technical Log was in a hard copy format but in more recent time operators have elected to utilise an electronic means to one degree or another to record Technical Log required data/information. This is acceptable providing the items required to be recorded and the method of electronically recording them have been notified to SM CAA for acceptance in accordance with CAR AIR.79(b) or CAR CAMO.540(b), as applicable. This is because it is considered an “alternative method” of recording the required data / items.

It has become increasingly apparent that operators, or their assigned representatives, believe that by submitting a copy of the Technical Log Sector Record Page (SRP) alone this is demonstrating full compliance with the above referenced regulations. It is worthy of note that a properly constructed and compliant operator Technical Log is made up of several sections / pages in addition to the Sector Record Page. Also, some operators have elected to utilise an electronic means of recording Technical Log data in their normal operating practices. Which is leading to unnecessary delay when SM CAA review operator Technical Log submissions if this information has not been submitted as part of the Technical Log acceptance process.

SM CAA Airworthiness Inspectors have been briefed to review operators Technical Log formats and practices during upcoming CofA inspections. So, it is recommended that operators review this in advance of the next CofA inspection or when introducing a new aircraft.

Appendix 1 to this Information Circular provides further guidance and a simple checklist for operators to use in order for them to be properly prepared and in compliance with CAR AIR or CAR CAMO regarding their Technical Log and submissions to SM CAA.

Yours truly,

Eng. Marco Conti
Director General

Digitally signed by:
MARCO CONTI
Date: 25/08/2026
10:11:28

25th August 2026



APPENDIX 1 TO INFORMATION CIRCULAR No. 43 Issue 01
TECHNICAL LOG CONTENT and FORMAT OPERATOR CHECKLIST

AIRCRAFT DETAILS	

Item	CONTENT OF TECHNICAL LOG - Per: CAR AIR.79(a) or CAR CAMO.540(a) as applicable:	YES	NO	N/A
(1)	the name of the operator;			
(2)	the registration and designation of the aircraft; (See NOTE 2 below)			
(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; (See NOTE 3 below)			
(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; (See NOTE 4 below)			
(9)	records for special operations such as AWO and ETDO; (See NOTE 5 below)			
(10)	the information required by the applicable CARs relating to the operation of the aircraft;			
(11)	Any necessary maintenance support information for the pilot; (See NOTE 6 below)			
(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			



CAR AIR.79(b) / CAR CAMO.540(b)	Are there any of the above items that are proposed to be satisfied via an alternative method? (See Note 7 below)			
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Guidance Notes for the Completion of this Operator Checklist

1. Please tick each YES, NO or N/A box as appropriate. Where an item is considered not applicable please provide an explanation as part of the submission to SM CAA

Please attach a copy of all the relevant sections and/or pages of the aircraft Technical Log as evidence for all 15 items as appropriate when applicable.

2. The “aircraft designation” means the aircraft designation assigned by the TC Holder in the TCDS or the ICAO assigned aircraft type designation.
3. The Technical log should contain a Deferred Defects / Holdover Item control section/page
4. Any defects should only be deferred in accordance with an SM CAA approved MEL. The Technical Log should contain a clear record and control of all deferred defects
5. Please produce a list of any intended special operations if applicable. If no special operations are to be used mark this item as N/A
6. The Technical log should contain details and information of:
 - i. who should be contacted when there is a technical defect on the aircraft
 - ii. their contact details
7. If you are intending to comply with any of the 15 items detailed in the table via an alternative method of recording them (e.g. via an Electronic Technical Log or similar), please provide an explanation and acceptable evidence for SM CAA specific acceptance of these items.