



# **GENERAL AIRWORTHINESS & REGISTRATION REGULATIONS**

## **CAR GEN**

**FOREWORD**

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**REVISION RECORD**

**LIST OF EFFECTIVE PAGES**



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## FOREWORD

1. 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”
2. CAR GEN addresses General Airworthiness regulations not addressed in CAR AIR, CAR OPS 1/3, CAR 145 or CAR 21 and includes Standards and Recommended Practices up to and including ICAO Annex 8, Amendment 109.
3. CAR GEN also addresses registration of aircraft regulations includes Standards and Recommended Practices up to and including ICAO Annex 7, Amendment 7.
4. Airworthiness Regulations comprise the following;
  - (a) CAR GEN - General Airworthiness & Registration
  - (b) CAR AIR - Continuing Airworthiness (General Aviation)
  - (c) CAR 145 - Approved Maintenance Organisations
  - (d) CAR 21 - Certification of Aircraft
  - (e) CAR OPS 1/3, Subpart M - Continuing Airworthiness (Commercial Air Transport)
  - (f) CAR CAMO - Approved Continuing Airworthiness Management Organisations
5. The editing practices used in this document are as follows:
  - (a) ‘Shall’ is used to indicate a mandatory requirement.
  - (b) ‘Should’ is used to indicate a recommendation.
  - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
  - (d) ‘Will’ indicates a mandatory requirement.

*Note: The use of the male gender implies the female gender and vice versa.*
6. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within square brackets until a subsequent amendment is issued.



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**SUBPART A****GENERAL****GEN.001 Objective and scope**

These regulations are applicable to all aircraft, engines, propellers, rotors and associated parts and address;

- (a) the maintenance of aircraft which are required to have a certificate of airworthiness issued under CAR 21 Subpart H; and
- (b) the release to service after maintenance of an aircraft which is;
  - (1) registered in the Republic of San Marino, and for which a certificate of airworthiness has been issued, or is to be issued, under CAR 21 Subpart H; or
  - (2) registered in another country and used by an operator for which the Authority ensures oversight of operations; and
- (c) the Airworthiness Review Declaration for aircraft operated under CAR OPS 2A/H or a RPA greater than 150 kg operating under CAR OPS 4 and required to have a Certificate of Airworthiness issued under CAR 21; and
- (d) occurrence reporting applicable to the airworthiness of aircraft; and
- (e) the registration of aircraft; and
- (f) the issuance of radio licences.

**GEN.005 Airworthiness code**

- (a) Unless notified to the contrary, the Authority shall accept the codes of the following State of Design of the following authorities as complementary airworthiness codes;
  - (1) EASA;
  - (2) USA FAA;
  - (3) Canada TCCA;
  - (4) UK CAA, including those accepted by the applicable agreement between the UK and the European Union; or
  - (5) ANAC Brazil: on condition the aircraft type has previously had a Type Certificate issued or validated by EASA, FAA or Canada TCCA and in accordance with CAR 21.25.
- (b) In respect to the Airworthiness Code of the Republic of San Marino, the Authority shall accept the codes of the applicable State of Design provided the code meets the equivalent standards of subparagraph (a) above, or is considered acceptable to the Authority.

**GEN.010 Acceptable equivalent standards**

- (a) Unless notified to the contrary, the Authority shall deem the approved aircraft maintenance organisations from the following Competent Authorities as meeting the equivalent standards of CAR 145 regulations within the scope of work as stated in the approval.
- (1) EASA Part 145 aircraft maintenance organisation, using an EASA Part 145 approval number; and
  - (2) UAE GCAA CAR 145 aircraft maintenance organisation, using a GCAA CAR 145 approval number; and
  - (3) Singapore CAAS SAR Part 145 aircraft maintenance organisation, using a CAAS SAR Part 145 approval number;
  - (4) EASA Part M Subpart F aircraft maintenance organisation, using an EASA Part M Subpart F approval number; and
  - (5) FAA certificated 14 CFR Part 145 aircraft maintenance Repair Station, using a FAA repair station approval number.
  - (6) Hong Kong CAD certificated HKAR-145 aircraft maintenance organisation, using a HKAR-145 approval number.
  - (7) Transport Canada Civil Aviation certificated CAR Part V, Subpart 73 aircraft maintenance organisation, using a CAR Part V, Subpart 73 approval number.
  - (8) UK CAA Part 145 aircraft maintenance organisation, using a UK Part 145 approval number.
- (b) A Certificate of Release to Service or Authorised Release Certificate may be performed by those organisations in (a) above and the certificate shall be accepted by the Authority provided, in the case of aircraft maintenance, the release statement meets the requirements of CAR GEN.105.
- (c) Additional maintenance organisations approved by competent authorities may be deemed acceptable by the Authority in writing.

**GEN.015 Certificate of airworthiness to be in force**

- (a) An aircraft shall not fly in or over San Marino unless there is in force in respect thereof a certificate of airworthiness duly issued or rendered valid under the law of the country in which the aircraft is registered, and any conditions subject to which the certificate was issued or rendered valid are complied with:
- (b) Provided that the foregoing prohibition shall not apply to flights, beginning and ending in San Marino without passing over any other country, of:
- (1) a glider, if it is not being used for the transport of passengers or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;
  - (2) a balloon flying on a private flight;



- (3) a kite;
  - (4) an aircraft flying in accordance with the conditions of a permit to fly issued in accordance with CAR 21, Subpart P in respect of that aircraft; and
  - (5) Remotely Piloted Aircraft with a maximum take-off mass not exceeding 150 kg and operated in accordance with a RPAS Operating Certificate.
- (c) In the case of an aircraft registered in San Marino the certificate of airworthiness referred to in paragraph (a) shall be a certificate issued in accordance with the provisions of CAR 21, Subpart H.

**GEN.020 Falsification**

- (a) No person shall make or cause to be made:
- (1) any fraudulent or false entry in any record or report which is required to be made, kept, or used to show compliance with any requirement prescribed in these regulations, or;
  - (2) any reproduction or alteration for fraudulent purposes, of any record or report made in terms of the provisions of these regulations.
- (b) A person shall not with intent to deceive:
- (1) Use any certificate, licence, approval, permission, exemption or other document issued or required by or under these regulations which has been forged, altered, revoked or suspended, or to which he is not entitled; or
  - (2) Lend any certificate, licence, approval, permission, exemption or other document, or allow it to be used by any other person; or
  - (3) Make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate, licence, approval, permission or exemption or other document;
- Note: A reference to a certificate, licence, approval, permission, exemption or other document includes a copy, or purported copy, or electronic copy thereof.*
- (4) Intentionally damage, alter or render illegible any log book or other record required by or under the CARs to be maintained or any entry made therein, or knowingly make, or procure or assist in the making of, any false entry in or material omission from any such log book or record or destroy any such log book or record during the period for which it is required under the regulations to be preserved.
- (c) Entries in log books or any other aircraft record that are made electronically shall be protected from alteration, deletion or amendment and shall be capable of being reproduced in hard copy format.
- (d) A person shall not purport to issue any certificate for the purposes of the CARs unless he is authorised to do so under the regulations.
- (e) A person shall not issue any such certificate as aforesaid unless he has satisfied himself that all statements in the certificate are correct.

**GEN.025 Loss of aircraft documents**

Should the required aircraft maintenance records become lost or destroyed, the owner/operator should report this to the Authority who will provide guidance on the reconstruction of the records on a case by case basis.

**GEN.030 Inspection of an aircraft by the Authority**

The Authority may require inspections, experiments or flight trials to be made as deemed necessary.

**SUBPART B****MAINTENANCE****GEN.051 Persons or organisations to perform maintenance**

- (a) A person or organisation shall not perform maintenance on an aircraft or aircraft component unless:
- (1) the person holds a current aircraft maintenance engineer licence and an appropriate type rating issued or validated under CAR LIC; or
  - (2) authorised by a maintenance organisation approved under CAR 145 or CAR GEN.010(a) to perform maintenance and within the scope of that approval; or
  - (3) the person performs maintenance under the direct supervision of a person authorised to certify the release to service in accordance with the requirements of paragraph GEN.101; or
  - (4) a person or maintenance organisation whose approval has been authorised by the Authority in a particular case; or
  - (5) the person is the holder of a flight crew licence whose approval has been authorised by the Authority.
- (b) Notwithstanding the requirements of paragraph GEN.051(a) the holder of a valid pilot's licence may perform maintenance on an aircraft not exceeding 2,700 kg MTOM and not operated for the purpose of commercial air transport or aerial work as detailed in Appendix A.

**GEN.055 Non-destructive testing**

- (a) NDT inspections, except Dye Penetrant Inspections, shall only be undertaken by authorised, trained and qualified personnel to standards accepted by a National Aviation Authority identified in CAR 21.25(a)(1); and
- (b) All NDT inspections shall be undertaken to techniques approved or accepted by the applicable type design authority for the aircraft.

**GEN.057 Maintenance records**

- (a) Each person or organisation performing maintenance on an aircraft or component shall on completion of the maintenance task record:
- (1) details of the maintenance activity including, where applicable, the identity of the inspection, any technical data used and the date of completion; and
  - (2) details of measurements or test results obtained, including the results of any ground or air tests; and
  - (3) for a component removal or installation:
    - (i) its description; and
    - (ii) its part number and serial number, if any; and



- (iii) the references to the applicable release documentation; and
  - (4) where applicable the location and the name of the facility where the maintenance was carried out.
  - (5) the details of certification, including the name of the person making the record and reference of the authorisation granted to him.
- (b) The person or organisation performing the maintenance shall:
- (1) record the details required by paragraph GEN.057(a):
    - (i) legibly and by permanent means in the appropriate aircraft record acceptable to the Authority such as the Technical Log; or
    - (ii) in electronic coded form provided that this form allows for the preservation and retrieval of information in a manner acceptable to the Authority; and
  - (2) where worksheets or other associated maintenance records are used to document the detail of the maintenance task, make reference to those records in:
    - (i) the appropriate log book; or
    - (ii) a maintenance record acceptable to the Authority.
- (c) Records shall be in the English Language and retained in a manner that protects them from environmental damage and hazards such as fire, floods and sabotage. Additionally in the case of electronic coded records, suitable and verifiable back up storage arrangements, acceptable to the Authority, shall be made.

#### **GEN.058 Retention of continuing airworthiness records**

- (a) Maintenance and continued airworthiness records shall be retained as follows:
- (1) For a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service;
    - (i) the total time in service (hours, calendar time and cycles/landings as appropriate) of the aircraft and all life-limited components;
    - (ii) the current status of compliance with all mandatory continuing airworthiness information;
    - (iii) appropriate details of modifications and repairs;
    - (iv) the time in service (hours, calendar time and cycles/landings, as appropriate) of the aircraft and all life-limited components; and
    - (v) the current status of the aircraft's compliance with the maintenance programme.



- (2) For all detailed maintenance records in respect of the aircraft that show that all requirements for the signing of the maintenance release have been met, not less than 36 months after the aircraft the signing of the maintenance release.
- (3) The current status of compliance with the maintenance programme, such that compliance with the accepted aircraft maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail.

**GEN.059 Maintenance data**

- (a) The maintenance organisation or person performing aircraft maintenance shall hold and use applicable and current maintenance data in the performance of maintenance including modifications and repairs.
- (b) Maintenance data acquired from an operator shall be verified against primary data control listings to establish its status of revision including that of any required supplements



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**SUBPART C****RELEASE TO SERVICE****GEN.101 Persons to issue a release to service**

A person shall not certify an aircraft or aircraft component for release to service after maintenance unless he/she is:

- (a) the holder of a maintenance engineers' licence issued by an ICAO Contracting State and rendered valid by the Authority; or
- (b) a person approved by the Authority as being competent to issue such certification; or
- (c) a person authorised by an approved organisation accepted under CAR GEN 010(a); or
- (d) a person authorised by an approved organisation under CAR 145; or
- (e) a person authorised by the Authority in a particular case; or
- (f) in the case of aircraft operating away from a supported location, is the holder of a flight crew licence with appropriate training acceptable to the Authority.

**GEN.103 Certifying requirements**

- (a) A person authorised by the Authority under paragraph GEN.101 shall not certify an aircraft for release to service after maintenance unless that maintenance has been performed in accordance with these regulations and, in respect of that maintenance, the aircraft is fit for release to service.
- (b) A person shall not certify an aircraft for release to service after the embodiment of a minor or major design change or a minor or major repair unless that design change or repair has been approved in accordance with CAR 21, Subpart C or Subpart M, as applicable..
- (c) Where the acceptable technical data for a design change or repair to an aircraft or component includes changes to the aircraft flight manual, the CAR 145 approved maintenance organisation shall not certify the release to service until these changes have been incorporated into the applicable flight manual.
- (d) Each person issuing a Release to Service under an authorisation granted by the Authority as specified in paragraph GEN.101 shall after performing maintenance on an aircraft:
  - (1) ensure maintenance is only conducted within the scope of the authorisation granted under paragraph GEN.101(a), (b), (d) and (e) and any limitations identified in the approved maintenance programme; and
  - (2) be familiar with the maintenance actions required for the continued airworthiness of that aircraft or component; and
  - (3) use adequate environmentally protected housing, lighting, access equipment and facilities for the necessary disassembly, proper inspection, and reassembly of the aircraft or component; and



- (4) perform the maintenance in accordance with the manufacturer's instructions using methods, techniques, and practices that:
  - (i) are prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness; or
  - (ii) are acceptable to the Authority; and
- (5) use materials, parts, and appliances approved in accordance with CAR 21, Subpart K; and
- (6) use the tools, equipment, and test apparatus necessary to ensure completion of the work in accordance with paragraph GEN.103(d)(3); and
- (7) ensure that any special tools or test equipment recommended by the manufacturer are used as specified and have been tested and calibrated to standards accepted by a National Aviation Authority identified in CAR 21.25(a)(1) ; and
- (8) perform the maintenance taking into consideration human factors so as to ensure that the aircraft or component meets all applicable airworthiness requirements.

#### **GEN.105 Certificate of Release to Service**

Each person authorised to certify an aircraft or component for release to service after maintenance shall enter in the log book or other record required by paragraph GEN.57(b)(1) a release to service statement that;

“certifies that the work specified except as otherwise specified was carried out in accordance with the Republic of San Marino CAR GEN Subpart C and in respect to that work the aircraft/aircraft component is considered ready for release to service.”

The release to service shall include:

- (a) basic details of the maintenance performed including detailed reference of the approved data used, and;
- (b) the certifying person's signature, and;
- (c) the identity of the person certifying the release to service, and;
- (d) as applicable, their AME licence, validation, pilot's licence number, or the approval number or appropriate authorisation reference; and;
- (e) the date such maintenance was completed.

*Note: A certificate of release to service is not required to be issued for the pre-flight inspection. An entry in the technical log together with the signature and identity of the person who performed it is required to indicate that it has been performed to the standards required by the owner/operator.*

#### **GEN.107 Inoperative equipment**

Each person authorised to certify an aircraft for release to service that includes equipment permitted to be inoperative and provided for in an approved MEL, CDL or as otherwise approved by the Authority shall;



- (a) provide the owner or operator with a list of the inoperative equipment including details of any associated aircraft performance limitations;
- (b) place a placard on each inoperative instrument and cockpit control for each item of inoperative equipment, marking each item inoperative;
- (c) make reference to the approved data permitting inoperative equipment in the aircraft technical log book; and
- (d) record limitations for the rectification interval.

**GEN.109 Defects**

- (a) Details of any known defect shall be recorded in the appropriate aircraft technical log book and be supplied to the owner or operator of the aircraft.
- (b) Any defect that materially affects the performance of a special operational approval or system reliability monitored by a reliability centred aircraft maintenance programme shall be rectified in manner consistent with an established programme acceptable to the Authority.
- (c) All defects shall be rectified and released to service in accordance with these regulations.

**GEN.111 Independent inspection**

- (a) A person shall not certify an aircraft or component for release to service after the initial assembly, subsequent disturbance or adjustment of:
  - (1) an engine control system;
  - (2) a flight control system;
  - (3) a vital point; or
  - (4) any task identified in the aircraft maintenance programme requiring such inspections unless an independent maintenance inspection has been performed.
- (b) The independent maintenance inspection required by paragraph GEN.111(a) shall include:
  - (1) an inspection first made by an authorised person signing the maintenance release who assumes full responsibility for the satisfactory completion of the work; and
  - (2) a subsequent inspection by a second, independent, competent person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found.

*Note: The second independent competent person is not issuing a maintenance release and therefore is not required to hold certification privileges, but shall be suitably qualified to carry out the inspection.*

- (c) When work is being done under the control of an approved maintenance organisation, that organisation shall have procedures to demonstrate that the signatories have been trained and have gained experience on the specific control systems being inspected. It is not acceptable for the certifying staff signing the release to show the person performing the independent inspection how to perform the inspection at the time the work is completed.



- (d) The authorised person who certifies an independent maintenance inspection required by paragraph GEN.111(a) shall enter in the aircraft logbook or other maintenance record required by paragraph CAR GEN.057(b):
- (1) a statement that indicates that the disturbed aircraft control system or critical task performed is in compliance with the approved maintenance data including, where appropriate, safety locking and the system has full and free movement and operates in the correct sense; and
  - (2) beside that statement:
    - (i) their signature;
    - (ii) their authorisation number;
    - (iii) the date and time of entry.

**GEN.117 Technical Log completion**

- (a) A person shall not certify an aircraft for release to service in an aircraft technical log unless authorised in accordance with paragraph GEN.101.
- (b) The operator's instructions on the completion of the technical log shall be adhered to including the retention and promulgation of completed pages.
- (c) The requirements for an aircraft technical log are prescribed in CAR AIR, Subpart D for aircraft operated under CAR OPS 2A/H; CAR OPS 4 for RPA and CAR OPS 1/3 for commercial aircraft operators.

**SUBPART D****AIRCRAFT OPERATING UNDER A PERMIT TO FLY****GEN.151 Purpose**

This Subpart details the requirements for airworthiness, maintenance and arrangements for the release of aircraft for flight operating under a Permit to Fly.

**GEN.153 Airworthiness and maintenance**

Arrangements for the airworthiness management and maintenance for aircraft operating in the following circumstances shall be as follows:

- (a) an aircraft granted a Permit to Fly as prescribed in CAR 21.703(a) because the Certificate of Airworthiness is not in force shall have maintenance arrangements in accordance with CAR 145 and in compliance with this Subpart or as otherwise approved by the Authority and airworthiness management arrangements in compliance with CAR CAMO, CAR AIR or CAR OPS 1/3, Subpart M, as appropriate.
- (b) an aircraft granted a Permit to Fly as prescribed in CAR 21.703(b) because the aircraft does not qualify for a Certificate of Airworthiness shall have maintenance arrangements as approved by the Authority and airworthiness management arrangements as specified on the Permit to Fly Certificate.

**GEN.155 Permit Flight Release Authorisation**

- (a) Where the Permit to Fly specifies a requirement for a Permit Flight Release, only a person authorised by the Authority shall issue such a release.
- (b) For an aircraft referred to in paragraph GEN.153(a) the person issuing Permit Flight Release(s) shall first be satisfied that:
  - (1) any maintenance has been carried out in conformance with requirements of CAR 145;
  - (2) the aircraft is configured to the conditions prescribed on the Permit to Fly Certificate; and
  - (3) the aircraft and its records are reviewed and the aircraft is considered fit for the intended flight(s).
- (c) For an aircraft referred to in paragraph GEN.153(b) the organisation or person issuing Permit Flight Releases shall be first satisfied that:
  - (1) any maintenance has been carried out in conformance with instructions and standards promulgated by the aircraft manufacturer and any prescribed by the Authority;
  - (2) the aircraft is configured to the conditions prescribed on the Permit to Fly certificate; and
  - (3) the aircraft and its records are reviewed and the aircraft is considered to be fit for the intended flight(s).



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**SUBPART E****AIRWORTHINESS REVIEW****GEN.161 Period of Validity**

The maximum period of validity of a Certificate of Airworthiness shall be in accordance with CAR 21.183(a).

**GEN.163 Aircraft Operating Under CAR OPS 1/3**

- (a) The operator of an aircraft operating under CAR OPS 1/3 may apply to the Authority to extend the validity of a Certificate of Airworthiness from 12 months to 24 months. (See Appendix 1 to CAR OPS 1.890 or Appendix 1 to CAR OPS 3.890 as applicable).
- (b) An aircraft operating in accordance with CAR OPS 1/3, with a current certificate of airworthiness issued for 24 months, shall not fly beyond 12 months from the date of issue, or reissue, of the certificate of airworthiness unless there is a current Airworthiness Review conducted by an operator approved by the Authority to do so, in respect of that aircraft.

**GEN.165 Aircraft Operating Under CAR OPS 2A/H or RPA under CAR OPS 4**

- (a) An aircraft operating in accordance with CAR OPS 2A/H or RPA operating under CAR OPS 4, with a current certificate of airworthiness issued for 24 months, shall not fly beyond 12 months from the date of issue, or reissue, of the certificate of airworthiness unless there is a current Airworthiness Review Declaration in respect of that aircraft.
- (b) An aircraft operating in accordance with CAR OPS 2A/H with a current certificate of airworthiness issued for a period greater than 24 months, shall not fly unless there is a current Airworthiness Review Declaration in respect of that aircraft that has been certified:
  - (1) within 12 months of the certificate of airworthiness being issued or renewed; and
  - (2) within 24 months of the certificate of airworthiness being issued or renewed.
- (c) An Airworthiness Review Declaration shall be issued by the owner/operator's Airworthiness Coordinator or the CAR CAMO's Continuing Airworthiness Manager (postholder for continuing airworthiness) as applicable, when satisfied that:
  - (1) all maintenance has been carried out on the aircraft in accordance with the Maintenance Programme accepted by the Authority;
  - (2) all mandatory inspections and modification required by the Authority have been carried out, and;
  - (3) all defects have either been rectified or deferred in a manner acceptable to the Authority and all required certificates of release to service have been issued.
- (d) The owner/operator of the aircraft must make available to the person making the declaration all the required information to raise an Airworthiness Review Declaration.



- (e) The Airworthiness Review Declaration must be raised in triplicate stating when the last Airworthiness Review Declaration was issued and when the next Airworthiness Review Declaration is due. The copies shall be distributed in accordance with the following:
- (1) One copy placed on board the aircraft;
  - (2) One copy placed in the aircraft records; and
  - (3) One copy sent to the Authority within 48 hours.
- (f) Except as provided for in (g) below, an Airworthiness Review Declaration is valid for a period not exceeding 12 months.
- (g) An Airworthiness Review Declaration may be issued up to 60 days prior to the expiry date without affecting the 12 month periodicity.



**SUBPART F****OCCURRENCE REPORTING****GEN.181 Applicability**

This Subpart details requirements governing the reporting of occurrences, and applies to all holders of certificates, licences or approvals involved in the airworthiness of aircraft.

**GEN.183 Notification of an occurrence**

Every person listed below must report to the Authority, the State of Registry if different to the Authority, and the organisation responsible for the design of the aircraft or component, as soon as practicable, or within 72 hours, any event which constitutes an occurrence described in GEN.185 and which comes to that person's attention in the exercise of that person's functions:

- (a) the operator and the pilot-in-command of an aircraft which has a certificate of airworthiness or permit to fly issued by the Authority;
- (b) a person who carries on in the territory of San Marino, the business of maintaining, modifying or manufacturing an aircraft, or any equipment or part thereof;
- (c) a person who carries on the business of maintaining or modifying an aircraft that has a certificate of airworthiness or permit to fly issued by the Authority and a person who carries on the business of maintaining or modifying any equipment or part of such an aircraft;
- (d) a person who carries on the business of maintaining or modifying an aircraft, operated under an air operator's certificate granted by the Authority, and a person who carries on the business of maintaining or modifying any equipment or part of such an aircraft;
- (e) a person who signs an airworthiness report or a certificate of release to service in respect of such an aircraft, part or equipment;
- (f) a person who performs a function concerning the ground-handling of aircraft, including fuelling, servicing, load sheet preparation, de-icing and towing.

**GEN.185 Types of occurrence**

Occurrences required to be reported are:

- (a) any incident relating to such an aircraft or any defect in or malfunctioning of such an aircraft or any part or equipment of such an aircraft, being an incident, malfunctioning or defect endangering, or which if not corrected would endanger, such an aircraft or its occupants or any other person; or
- (b) any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such an aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger, such an aircraft or its occupants.



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## SUBPART G

## REGISTRATION OF AIRCRAFT

**GEN.200 Aircraft to be registered**

- (a) An aircraft shall not fly in or over San Marino unless it is registered in:
- (1) San Marino;
  - (2) An ICAO Contracting State; or
  - (3) some other country in relation to which there is in force an agreement between the Government of San Marino and the Government of that country which makes provision for the flight over San Marino of aircraft registered in that country:
- (b) If an aircraft flies over San Marino in contravention of this paragraph in such manner or circumstances that if the aircraft had been registered in San Marino an offence against these regulations would have been committed, the like offence shall be deemed to have been committed in respect of that aircraft.
- (c) The provisions of this Subpart shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.
- (d) If a San Marino registered aircraft is lost, stolen, destroyed or permanently withdrawn from use, the holder of the certificate of registration must, within 14 days after becoming aware of the loss, theft, destruction or withdrawal, send a written notice of the loss, theft, destruction or withdrawal to the Authority.

**GEN.205 State of Registry responsibilities in respect of continuing airworthiness**

The Authority, as the State of Registry shall:

- (a) ensure that, when it first enters on its register an aircraft of a particular type for which it is not the State of Design and issues a Certificate of Airworthiness in accordance with CAR 21, it shall advise the State of Design that it has entered such an aircraft on its register;
- (b) determine the continuing airworthiness of an aircraft in accordance with CAR AIR for General Aviation and Remotely Piloted Aircraft or CAR OPS 1/3, Subpart M for commercial air transport, as appropriate;

*Note 1: Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (ICAO Doc.9760).*

*Note 2: As of 26 November 2026, guidance on continuing airworthiness requirements specific to Remotely Piloted Aircraft Systems (RPAS) is contained in the Manual on Remotely Piloted Aircraft Systems (RPAS) (ICAO Doc.10019).*

- (c) develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:
  - (1) continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; and



- (2) is maintained in an airworthy condition and in compliance with the maintenance requirements contained in the CARs.
- (d) upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action.
- (e) have a system to monitor and obtain mandatory continuing airworthiness information from the State of Design of Modification, where the State of Design of Modification is different from the State of Registry, and adopt the mandatory information directly or assess the information received and take appropriate action;
- (f) ensure the transmission to the State of Design and State of Design Modification of all mandatory continuing airworthiness information in respect of a product or a modification which it, as the State of Registry, originated in respect of that aircraft.
- (g) ensure that, in respect of aeroplanes over 5700 kg and helicopters over 3175 kg maximum certificated take-off mass, remotely piloted aeroplanes and remotely piloted helicopters, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of that aircraft. Whenever this information relates to a remote pilot station, an engine or propeller, such information shall be transmitted to both the organization responsible for remote pilot station, engine or propeller type design and the organization responsible for aircraft type design. Where a continuing airworthiness safety issue is associated with a modification or repair, the State of Registry shall ensure that there exists a system whereby the above information is transmitted to the individual or organization responsible for the design of the modification or repair.
- (h) (1) until 25 November, 2026, establish, in respect of aeroplanes over 5700 kg and helicopters over 3175 kg maximum certificated take-off mass, the type of service information that is to be reported to its airworthiness authority by operators, organizations responsible for type design and maintenance organizations. Procedures for reporting this information shall also be established.
- (2) as of 26 November, 2026, establish, in respect of aeroplanes over 5700 kg and helicopters over 3175 kg maximum certificated take-off mass and remotely piloted aircraft systems, the type of service information that is to be reported to its airworthiness authority by operators, organizations responsible for type design and maintenance organizations. Procedures for reporting this information shall also be established.
- (i) ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information.
- (j) ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the State of Design in accordance with CAR SEC.
- (k) when approving a maintenance organisation or accepting the approval of a maintenance organisation issued by another Contracting State, ensure compliance with ICAO Annex 8, Part II, Chapter 6.

**GEN.210 Register of nationality and registration marks**

- (a) The Authority shall maintain a current register showing for each aircraft registered by the Republic of San Marino, the information recorded in the certificate of registration. The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator
- (b) The certificate of registration, in wording and arrangement, shall be in accordance with the certificate in Appendix B and shall be in the English language.
- (c) Upon receiving an application for the registration of an aircraft in San Marino and being satisfied that the aircraft may properly be so registered, the Authority shall register the aircraft, wherever it may be, and shall include in the register the following particulars:
- (1) the number of the certificate;
  - (2) the nationality mark of the aircraft and the registration mark assigned to it;
  - (3) the name of the constructor of the aircraft and its designation;
  - (4) the manufacturer's serial number of the aircraft;
  - (5) owner;
  - (6) transfers of ownership;
  - (7) collateral rights or rights of use;
  - (8) exclusion; and
  - (9) notes and observations.

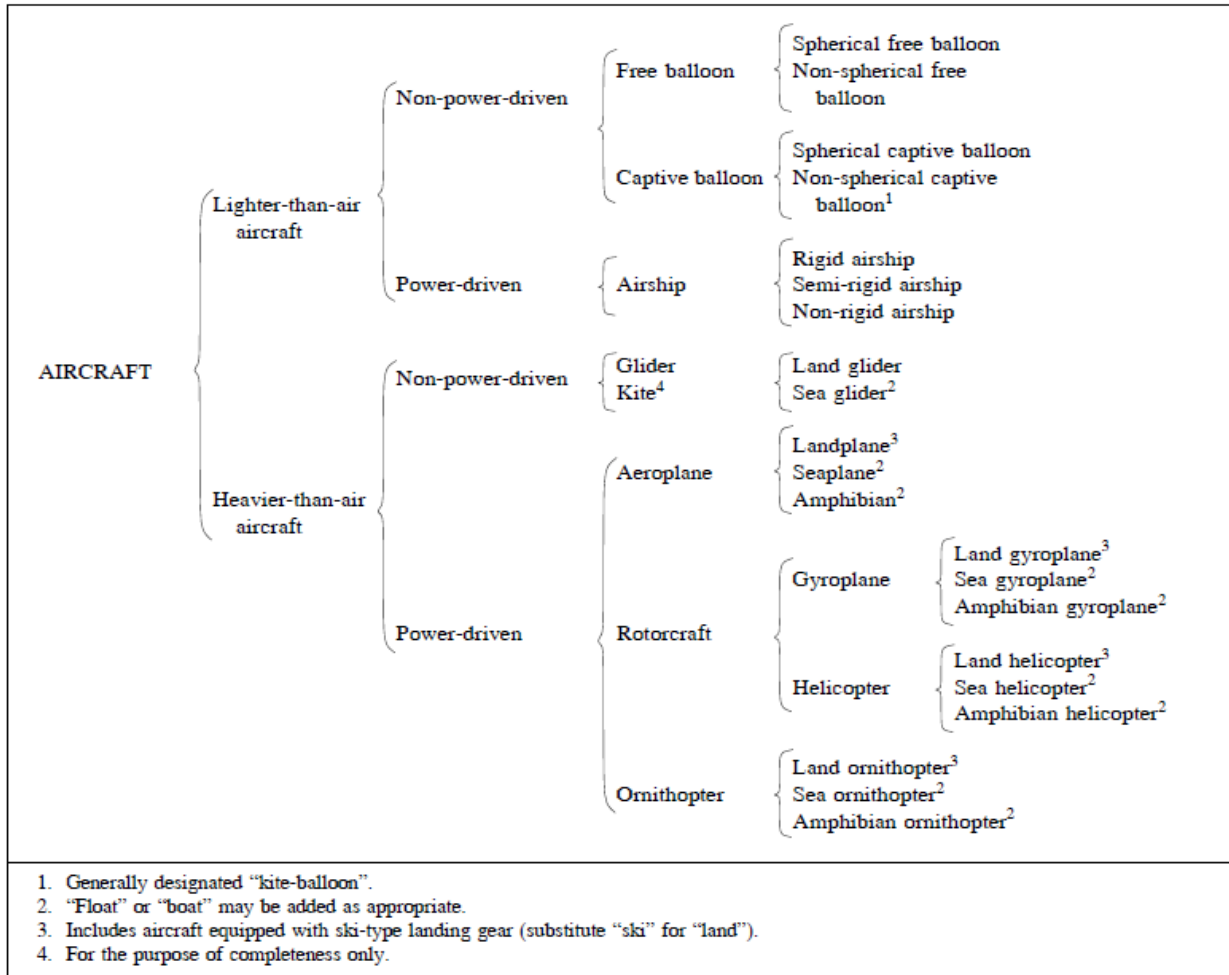
**GEN.215 Deregistration**

When the Authority issues a certificate of deregistration, in wording and arrangement, it shall be in accordance with Appendix C and in the English language.

**GEN.220 Classification**

An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned. Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

Aircraft shall be classified according to the following table;



**SUBPART H****NATIONALITY AND REGISTRATION MARKS****GEN.245 General**

- (a) An aircraft, other than an aircraft permitted under (b) below shall not fly in or over San Marino unless it bears painted thereon or affixed thereto, in the manner required by the law of the country in which it is registered, the nationality and registration marks required by that law.
- (b) A Remotely Piloted Aircraft with a maximum take-off mass not exceeding 150 kg and operated over San Marino territory below 3000 feet above ground level may be permitted to operate without being registered.
- (c) A Remotely Piloted Aircraft issued with an operating certificate by the Authority shall be registered for international operations.
- (d) The marks to be borne by aircraft registered in San Marino shall comply with paragraph GEN.210.
- (e) An aircraft shall not bear any marks which purport to indicate:
  - (1) that the aircraft is registered in a country in which it is not in fact registered, or
  - (2) that the aircraft is a State aircraft (as defined in the ICAO Chicago Convention Article 3) of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has sanctioned the bearing of such marks.

**GEN.250 General requirements**

- (a) The nationality or common mark and registration mark shall consist of a group of characters.
- (b) [The nationality or common mark shall precede the registration mark. When the first character of the registration mark is a letter or number, it shall be preceded by a hyphen.]
- (c) The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the Republic of San Marino, as the State of Registry, by the International Telecommunication Union. The nationality mark shall, and has been, notified to the International Civil Aviation Organization.
- (d) The common mark shall be selected from the series of symbols included in the radio call signs allocated to the International Civil Aviation Organisation by the International Telecommunication Union.
- (e) The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by the Republic of San Marino, as the State of Registry.
- (f) When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code, and with the distress signal SOS, or other similar urgent signals, for example XXX, PAN and TTT.

**GEN.255 Location of Marks**

- (a) The nationality mark of the aircraft shall be "T7". The registration mark shall be without ornamentation and a hyphen shall be placed between the nationality mark and the registration mark. Numbers shall be Arabic numbers without ornamentation.
- (b) The nationality and registration marks shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.
- (c) The nationality and registration marks shall be painted on the aircraft in accordance with GEN.260 and GEN.265.

**GEN.260 Position and size of marks**

- (a) Heavier-than-air aircraft (excluding kites)
  - (1) Horizontal surfaces of the wings:
    - (i) On aircraft having a fixed wing surface, the marks shall appear once on the lower surface of the wing structure, and shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure. So far as is possible, the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters and numbers shall be toward the leading edge of the wing.
    - (ii) The height of the letters shall be at least 50 centimetres, provided that if the wings are not large enough for the marks to be 50 centimetres in height, marks of the greatest height practicable in the circumstances shall be displayed.
  - (2) Fuselage (or equivalent structure) and vertical tail surfaces
    - (i) The marks shall also appear either:
      - (A) On each side of the fuselage (or equivalent structure), and shall, in the case of fixed wing aircraft, be located between the wings and the horizontal tail surface; or
      - (B) On the vertical tail surfaces.
    - (ii) When located on a single vertical tail surface, the marks shall appear on both sides. When located on multi-vertical tail surfaces the marks shall appear on the outboard sides of the outer surfaces. Subject to sub-paragraphs (iv) and v) below, the height of the letters constituting each group of marks shall be at least 30 centimetres
    - (iii) If one of the surfaces authorised for displaying the required marks is large enough for those marks to be 30 centimetres in height (whilst complying with sub-paragraph (v) below) and the other is not, marks of 30 centimetres in height shall be placed on the largest authorised surface.
    - (iv) If neither surface is large enough for marks of 30 centimetres in height (whilst complying with sub-paragraph (v) below), marks of the greatest height practicable in the circumstances shall be displayed on the larger of the two surfaces.





- (v) The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface.
- (vi) On rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the sides of the fuselage (or equivalent structure) is less than 30 centimetres the marks shall also appear on the lower surface of the fuselage as close to the line of symmetry as is practicable and shall be placed with the tops of the letters towards the nose. The height of the letters constituting each group of marks shall be at least 50 centimetres:

Provided that if the lower surface of the fuselage is not large enough for the marks to be of 50 centimetres in height, marks of the greatest height practicable in the circumstances shall be displayed.

- (vii) If a heavier-than-air aircraft does not possess parts corresponding to those mentioned above, or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

(b) Lighter than air aircraft

(1) Airships:

The marks on an airship shall appear either on the hull or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer shall be located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.

(2) Spherical balloons (other than unmanned free balloons).

The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.

(3) Non-spherical balloons (other than unmanned free balloons).

The marks shall appear on each side. They shall be located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.

(4) Lighter-than-air aircraft (other than unmanned free balloons).

The side marks shall be visible both from the sides and from the ground.

(5) Unmanned free balloons.

The marks shall appear on the identification plate.



- (6) If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described, the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

*Note: The provisions of these regulations shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.*

#### **GEN.265 Width, spacing and thickness of marks**

(a) Heavier than air aircraft

- (1) For the purposes of this section 'a standard letter' shall mean any letter other than the letters I, M and W
- (2) The width of each standard character (except the letter I and the number 1) and the length of the hyphen between the nationality mark and the registration mark shall be two-thirds of the height of a character.
- (3) The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character
- (4) The width of the letters M and W shall be neither less than two-thirds of their height nor more than their height.
- (5) The width of the letter I shall be one-sixth of the height of the letters forming the marks.
- (6) Each character, including hyphens, shall be separated from that which it immediately precedes or follows by a space of not less than one-quarter of a character width. Each such space shall be equal to every other such space within the marks.
- (7) The letters and numbers in each separate group of marks shall be of equal height.
  - (i) Wings. The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimetres.
  - (ii) Fuselage (or equivalent structure) and vertical tail surfaces. The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heavier-than-air aircraft shall be at least 30 centimetres.
  - (iii) Special cases. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in (i) and (ii) above, the measurements of the marks shall be such that the aircraft can be identified readily.

(b) Lighter than air aircraft

- (1) The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.
- (2) The measurements of the marks related to unmanned free balloons shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.

**GEN.270 Identification plate**

- (a) An aircraft shall carry an identification plate inscribed with its nationality and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties.
- (b) The identification plate shall be secured to the aircraft in a prominent position near the main entrance or,
  - (1) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
  - (2) in the case of a remotely piloted vehicle, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.



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**SUBPART I****RADIO STATION LICENCE****GEN.400 Applicability**

This Subpart is applicable to civil aircraft registered in the Republic of San Marino to which an airworthiness certificate or a flight permit has been issued and equipped with a radio station transmitting on frequencies reserved for civil aviation.

**GEN.410 General**

- (a) An aircraft shall carry radio transmitting apparatus only if a licence to install and operate such apparatus has been issued by the Post Office Board (Segreteria Di Stato Poste E Telecomunicazioni) of San Marino.
- (b) The use of radio transmitting apparatus in the territory of the contracting State whose territory is flown over shall be in accordance with the regulations prescribed by that State.
- (c) The Authority shall process an application and make recommendation to the Post Office Board on an application from the owner/operator of an aircraft.
- (d) Unless notified to the contrary, the Authority shall accept the information on the aircraft radio station licence from the previous State of Registry.

**GEN.420 Issuance**

- (a) An aircraft radio station licence shall be issued or re-issued,:
  - (1) Upon receipt of a radio licence application; or
  - (2) When the registration is changed; or
  - (3) When a modification is carried out on the radio installation of the aircraft and which changes the information contained in the conformity declaration.
- (b) The owner or his representative only may apply for the issue of an aircraft radio station licence in the form and manner established by the Authority.



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## APPENDIX A

### PILOT MAINTENANCE PRESCRIBED REPAIRS, REPLACEMENTS AND ADJUSTMENTS

#### GEN.A.1 Applicability

This Appendix describes the privileges of the holder of a valid pilot's licence granted or rendered valid by the Authority who is also the owner or operator of an aircraft to perform maintenance tasks on that aircraft in accordance with paragraph GEN.51(b).

#### GEN.A.3 Records

A pilot carrying out repairs or replacements shall keep in the aircraft logbook a record which identifies the repairs or replacement and shall sign and date the entries.

#### GEN.A.5 Materials and Parts

Any materials and parts used in performing maintenance shall be acceptable to the Authority as specified in CAR 21 Subpart K.

#### GEN.A.7 Prescribed repairs or replacements

The following repairs or replacements are specified:

- (1) replacement of landing gear tyres, landing skids or skid shoes;
- (2) replacement of elastic shock absorber cord units on landing gear where special tools are not required;
- (3) replacement of defective safety wiring or split pins excluding those in engine, transmission, flight control and rotor systems;
- (4) patch repairs to fabric not requiring rib stitching or the removal of structural parts or control surfaces, if the repairs do not cover up structural damage and do not include repairs to rotor blades;
- (5) repairs to upholstery and decorative furnishing of the cabin or cockpit interior when the repair does not require dismantling of any structure or operating system or interfere with an operating system or affect the structure of the aircraft;
- (6) repairs, not requiring welding, to fairings, non-structural cover plates and cowlings;
- (7) replacement of side windows where that work does not interfere with the structure or with any operating system;
- (8) replacement of safety belts or safety harness;
- (9) replacement of seat parts not involving dismantling of any structure or of any operating system;
- (10) replacement of bulbs, reflectors, glasses, lenses or lights;
- (11) replacement of any cowling not requiring removal of the propeller, rotors, or disconnection of engine or flight controls;



- (12) replacement of unserviceable sparking plugs;
- (13) replacement of batteries;
- (14) replacement of wings and tail surfaces and controls, the attachment of which are designed to provide for assembly immediately before each flight and dismantling after each flight;
- (15) replacement of generator and fan belts designed for removal where special tools are not required;
- (16) replacement of VHF communication equipment, being equipment which is not combined with navigation equipment.





**APPENDIX B**

**CERTIFICATE OF REGISTRATION**  
*(Applicable until 26 November 2026)*

*	State <i>or</i> Common mark registering authority Ministry Department or Service  <b>CERTIFICATE OF REGISTRATION</b>	*
1. Nationality or common mark and registration mark  .....  .....	2. Manufacturer and manufacturer's designation of aircraft  .....  .....	3. Aircraft serial no.  .....  .....
4. Name of owner..... 5. Address of owner		
6. It is hereby certified that the above described aircraft has been duly entered on the... <i>(name of register)</i> ..... in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the (†).....		
(Signature).....  Date of issue.....  (†) Insert reference to applicable regulations.		

*(Applicable as of 26 November 2026, rows 4a, 4b and 5 below will replace the existing rows 4 and 5 above)*

4a. Issued to..... <div style="text-align: center;"><i>(name of certificate holder)</i></div>
Basis of registration (check one): <input type="checkbox"/> ownership of aircraft <input type="checkbox"/> operator of aircraft <input type="checkbox"/> other (explain): .....
4b. Address of owner certificate holder.....
5. Name and contact information of owner, if different from certificate holder: .....



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APPENDIX C

CERTIFICATE OF DEREGISTRATION

*	State <i>or</i> Common mark registering authority Ministry Department or Service  <b>CERTIFICATE OF DEREGISTRATION</b>	*
1. Nationality or common mark and registration mark  .....  .....	2. Manufacturer and manufacturer's designation of aircraft  .....  .....	3. Aircraft serial no.  .....  .....
4a. Issued to..... <p style="text-align: center;"><i>(name of certificate holder)</i></p>		
Basis of registration ( <i>check one</i> ): <input type="checkbox"/> ownership of aircraft <input type="checkbox"/> operator of aircraft <input type="checkbox"/> other ( <i>explain</i> ): .....		
4b. Address of owner certificate holder ( <i>at the time of deregistration</i> ).....		
5. Name and contact information of owner, if different from certificate holder ( <i>at the time of deregistration</i> ).....		
6. It is hereby certified that the above described aircraft has been duly removed from the... ( <i>name of register</i> )..... on .....( <i>date</i> ).....and the Certificate of Registration has been cancelled.		
6a. Reason(s) for deregistration, <i>if known</i> .....		
(Signature).....  Date of issue.....		



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