



REPUBLIC of SAN MARINO
CIVIL AVIATION AUTHORITY

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APPLICATION FOR A VARIATION TO AN AIRCRAFT MAINTENANCE PROGRAMME

1. DETAILS OF AIRCRAFT <i>(See note 1)</i>			
Registration Mark:			
Manufacturer's Designation of Aircraft:			
Serial No.:			
Manufacturer of Aircraft:			
2. DETAILS OF AIRCRAFT OPERATOR			
Name of Aircraft Operator:			
Address:			
Telephone No.:		Fax No.:	
Email:			
3. DETAILS OF NOMINATED AIRWORTHINESS COORDINATOR / POSTHOLDER FOR CONTINUING AIRWORTHINESS <i>(See note 2)</i>			
Name:			
Telephone No.:		Email:	
3. DETAILS OF THE AIRCRAFT MAINTENANCE PROGRAMME <i>(See note 3)</i>			
	Reference	Issue/Rev. No.	Date
Operator's Aircraft Maintenance Programme: (For private aircraft)			
SM CAA Aircraft Maintenance Programme Approval: (For commercial aircraft)	CAT/AMP		
4. JUSTIFICATION FOR THE NEED OF A VARIATION <i>(See note 4)</i>			

5. DETAILS OF THE MAINTENANCE TASKS REQUESTED TO BE VARIED *(See note 5)*

Title and description of the task requested to be varied:

Frequency of the task (Flight Hours/Cycles/ Calendar Time):

Current status of the aircraft or engine:

Total Flight Hours:

Total Cycles:

Details of when the task was last performed:

Flight Hours:

Cycles:

Date:

Proposed extension in the appropriate figure:

Flight Hours:

Cycles:

Date:

If the variation was approved the task would be due to be performed at (use the appropriate criteria):

Flight Hours:

Cycles:

Date:

List of aircraft deferred defects which are affected by the variation:

Compensation tasks (i.e. any additional maintenance tasks undertaken to be performed before the new proposed limit): If none, then state NONE.

6. ANY ADDITIONAL INFORMATION IN SUPPORT OF THE REQUESTED VARIATION *(See note 6)*

7. AIRWORTHINESS COORDINATOR OR CONTINUING AIRWORTHINESS POSTHOLDER'S DECLARATION

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate in every respect.

I confirm that the requested variation does not include to any of the following:

- a) Life limitations;
- b) Airworthiness directives (AD's);
- c) Maintenance Programme tasks which have been classified as mandatory by the Type Certificate Holder or by the San Marino CAA
- d) Certification Maintenance Requirements (CMR's);
- e) Airworthiness limitation Items (ALI's)

I agree to pay all charges in connection with this application in accordance with the current Scheme of Fees.

Date:		Position of Applicant:	
Name of Applicant:		Signature of Applicant:	
CAA SMR USE ONLY			
Date Application Received:		Date of Recommendation:	
Name of Airworthiness Inspector:		Signature of Airworthiness Inspector:	
SAN MARINO CAA APPROVAL			
Date:			
Variation Approved by (Name):		Signature:	

NOTE – A copy of this approval of the variation to the Maintenance Programme must be included in the aircraft records.

Guidance Notes for the Completion of this Application

1. The manufacturer's designation of the aircraft must be that as identified on the certificate of airworthiness and not the manufacturer's marketing name.
2. The applicant for a variation to an aircraft maintenance programme must be applied for by the Operator's Airworthiness Coordinator in the case of a privately operated aircraft under CAR OPS 2, or the Continuing Airworthiness Postholder in the case of a commercially operated aircraft.
3. For privately operated aircraft under CAR OPS 2, the reference number can be found on the Form SM 13 _ Maintenance Programme Declaration and CAA Acceptance, previously issued to the owner/operator. For commercially operated aircraft, the CAA AMP Approval No. can be found on the Form SM 70 _ Approval of Aircraft Maintenance Programme, previously issued to the owner/operator.
4. The owner/operator is required to justify why the need to have a variation to the aircraft Maintenance Programme. A variation may be granted by the CAA on a case by case basis where the owner/operator does not have the ability to perform the required maintenance within the prescribed limits and the CAA is satisfied that the variation would not significantly affect safety or reliability.
5. Section 5 must contain the full details of the status of the aircraft and the proposed variation so that the CAA can make a judgment on whether to grant the variation to an Aircraft Maintenance Programme. Compensation tasks are additional tasks imposed by the owner/operator such that the aircraft can safely and reliably achieve the extended task interval. An example could be that a component requires to be removed for overhaul and a compensating task could be a visual inspection for damage and an operational or functional check to determine that it still performs within any prescribed limits.
6. Section 6 should contain any additional information from the applicant to support the requested variation.