

REPUBLIC OF SAN MARINO
CIVIL AVIATION AUTHORITY



SAN MARINO CIVIL AVIATION REGULATION

AIR OPERATIONS - MICRO LIGHT AIRCRAFT

SM-CAR OPS 6

Approval

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Director of the Civil Aviation Authority of the Republic of San Marino
Date:

FOREWORD

This SM-CAR OPS 6 prescribes the rules governing the operations of Micro Light Aircraft that are inscribed into the aircraft register of the Republic of San Marino.

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LIST OF EFFECTIVE PAGES

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This document consists of 14 pages, including cover page and the appendixes.

RECORD OF AMENDMENTS

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SUBPART 1

REQUIREMENTS

SM-CAR OPS 6.01.01 Applicability

- (a) For the purpose of this SM-CAR OPS 6, a Micro Light Aircraft is an aircraft that:
- (1) is used or intended to be used for manned operation in the air by a single and not more than two occupants;
 - (2) is used or intended to be used for recreation or sport purposes;
 - (3) is used or intended to be used for aerial work purposes if the request has been granted by the CAA-SMR.
- This SM-CAR OPS 6 applies to aircraft intended for non aerobatics operation only. Non aerobatic operation means:
- (i) any manoeuvre necessary for normal flying;
 - (ii) stalls;
 - (iii) lazy eights, chandelles and steep turns in which the angle of bank is not more than 60°.
- (b) The categories of MLA are given in SM-CAR AM 3.

SM-CAR OPS 6.01.02 Effectivity

This SM-CAR OPS 6 (Issue 3, Revision 0 - September 2006) is effective on 01 October 2006.

SM-CAR OPS 6.01.03 Inspection requirements

- (a) Any person operating a MLA under this SM-CAR OPS 6 shall, upon request, allow the CAA-SMR, or its designee by request, to inspect the aircraft to determine the applicability of this SM-CAR OPS 6.
- (b) The pilot of a MLA must, upon request of the CAA-SMR, furnish satisfactory evidence that the aircraft is subject only to the provisions of this SM-CAR OPS 6.

SM-CAR OPS 6.01.04 Waivers

No person may conduct operations that require a deviation from this SM-CAR OPS 6 except under a written waiver issued by the CAA-SMR.

SM-CAR OPS 6.01.05 Identification

Not any MLA is allowed to be operated if it is not identified in accordance with the provisions of SM-CAR AM 3.

SM-CAR OPS 6.01.06 Pilot qualification

Any person operating a MLA shall:

- (a) be the holder of a valid MLA pilot licence issued in terms of SM-CAR PL 01;
- (b) be the holder of a suitable valid medical certificate issued in terms of SM-CAR PL 03;
- (c) comply with the competency requirements prescribed for the holder of a MLA pilot licence;
- (d) comply with the privileges and limitations of a MLA pilot licence.

SM-CAR OPS 6.01.07 Towing

As a general rule, a MLA is not authorized to perform any kind of towing operation.

- (a) As an exception, towing of hang wings, gliders and banners by MLA, may be performed under the following conditions:
 - (1) the pilot of the MLA performing in flight towing operations shall hold a powered MLA pilot licence issued under SM-CAR PL 01, and a MLA tow rating issued by an organisation in the form of a statement of competence in the pilot logbook;
 - (2) the holder of a powered MLA pilot licence issued under SM CAR PL 01 is eligible for the issue of a MLA tow rating if the pilot:
 - has at least 100 hours flight time experience including:
 - (i) at least 80 hours as pilot-in-command of a powered MLA, and;
 - (ii) at least 20 hours as the pilot of the type of the powered MLA being used;
 - has been briefed on hang wing and glider towing emergencies and procedures by a suitable instructor;
 - has been briefed on a powered Micro light aeroplane towing emergencies and procedures by the holder of a powered MLA pilot instructor certificate;
 - (3) a pilot of a powered Micro light aeroplane shall not tow a hang wing or glider in flight unless:
 - the towing MLA is approved and equipped for such operation by the manufacturer;
 - the towing MLA is of a type that is capable of controlled flight at speeds below the maximum permissible aero-tow speed prescribed in the specifications of the towed hang wing or glider, and;

- release mechanisms on both aircraft have been checked for serviceability prior to the first flight of the day.

SM-CAR OPS 6.01.08 Carriage of passenger

A pilot shall not carry another person in a MLA unless he is duly qualified according to SM-CAR PL 01.

SUBPART 2

GENERAL OPERATING AND FLIGHT RULES

SM-CAR OPS 6.02.01 Hazardous operations

- (a) No person may operate any MLA in a manner that creates a hazard to other persons or property.
- (b) No person may allow an object to be dropped from a MLA if such action creates a hazard to other persons or property.

SM-CAR OPS 6.02.02 Daylight operations

- (a) No person may operate a MLA except between the hours of sunrise and sunset.
- (b) Notwithstanding paragraph (a) of this section, MLA may be operated during the twilight periods 30 minutes before official sunrise and 30 minutes after official sunset if:
 - (1) the aircraft is equipped with an operating anti-collision light visible for at least 5 Km, and;
 - (2) all operations are conducted in uncontrolled airspace.
- (c) No person may operate a MLA in meteorological conditions less than those prescribed as suitable for VFR flight.

SM-CAR OPS 6.02.03 Operations near aircraft; right of way rules

- (a) Each person operating a MLA shall maintain visual vigilance so as to avoid operating near another aircraft and shall yield at all times the right of way to all certificated aircrafts in flight.
- (b) No person may operate a MLA in a manner that creates a collision hazard with respect to any aircraft.
- (c) Powered MLA shall yield the right of way to other not powered MLA.

SM-CAR OPS 6.02.04 Operations over congested areas

No person may operate a MLA over any area of a highly populated city, town, or settlement, or over any public open air assembly.

SM-CAR OPS 6.02.05 Operations in particular airspace

- (a) No person may operate a MLA above 3000 ft MSL or 1000 ft AGL whichever is higher.

- (b) A person may operate a MLA at higher altitude or height than in (a), and/or in controlled airspace only with specific authorisation from the relevant ATC.

SM-CAR OPS 6.02.06 Operations in restricted or dangerous areas

No person may operate a MLA in restricted or dangerous areas unless that person has the proper permission from the ATC or competent operations control organism or agency.

SM-CAR OPS 6.02.07 Flight restrictions in approaching certain areas designated by notice to airmen (NOTAM)

No person may operate a MLA in areas designated in a Notice To Airmen (NOTAM) unless authorised by ATC.

SM-CAR OPS 6.02.08 Visual reference with the ground

No person may operate a MLA except by visual reference with the surface.

SM-CAR OPS 6.02.09 Flight visibility and cloud clearance requirements

No person may operate a MLA when the flight visibility or distance from clouds is less than that in the table described below. All operations in Class B, Class C, Class D and Class E airspace designated for an airport must receive prior ATC authorisation as required in SM-CAR OPS 6-02.05. VFR operations in Class A airspace are not allowed.

Minimum visibility for VFR operations with MLA

Airspace classes	B - C - D - E	F - G
		At and below 900 m (3000 ft) AMSL or 300 m (1000 ft) AGL, whichever is the higher
Distance from clouds	1500 m horizontally – 300 m (1000 ft) vertically	Clear of clouds and in sight of the surface
Flight visibility	5 Km below 3050 m (10000 ft) AMSL	5 Km

SM-CAR OPS 6.02.10 Condition to fly

- (a) No person shall operate a micro light aircraft unless such MLA complies with SM CAR AM 3 requirements.
- (b) No person shall operate a MLA unless a map which covers the complete route of the intended flight is carried on board.

- (c) No person shall operate a MLA less than 5 Km from the aerodrome reference point of an aerodrome licensed and located in Class G airspace unless coordinated with pertinent ATC or unless unmanned aerodrome procedures for the particular aerodrome can be adhered to.

SM-CAR OPS 6.02.11 Identification

No person shall operate a micro light aircraft unless the MLA is:

- (a) entered into the register held by the CAA-SMR, and;
- (b) identified in accordance with the nationality and registration marks prescribed by the CAA-SMR.

SM-CAR OPS 6.02.12 Flight instruction

- (a) No person may operate a micro light aircraft without having on board a current User's Manual in compliance with SM CAR AM 3 requirements.
- (b) If the MLA is "dry leased" or operated by a pilot-owner, it shall be respectively lessee or pilot responsibility to ascertain to have latest applicable User's Manual edition available on board.
- (c) If the MLA is operated within the frame of an organisation (aero club, flight school, etc., whose MLAs are hired to the public in a "all inclusive" or "wet lease" form) it shall be responsibility of the organisation to ascertain to have latest applicable User's Manual edition available on board.

SM-CAR OPS 6.02.13 Maintenance requirements

- (a) Micro light aircrafts shall be maintained in accordance with the requirements of the MLA's User's Manual as defined by the manufacturer.
- (b) If the MLA is "dry leased" or operated by a pilot-owner, it shall be respectively lessee or pilot responsibility to maintain the MLA in accordance with manufacturer's maintenance requirements.
- (c) If the MLA is operated within the frame of an organisation (aero club, flight school, etc., whose MLAs are hired to the public in a "all inclusive" or "wet lease" form) it shall be responsibility of the organisation to maintain the MLA in accordance with manufacturer's maintenance requirements.

SM-CAR OPS 6.02.14 Transport of dangerous goods

Transportation of dangerous goods is prohibited on board of any MLA.

SM-CAR OPS 6.02.15 Practice for and participation in competition flying or air exhibitions

A pilot in command of a MLA may do low flying for the purpose of practice for and participation in MLA competition flying or air exhibitions provided that such operations are:

- (a) authorised by the CAA-SMR;
- (b) carried out in accordance with any conditions imposed by the aviation recreation organisation or by the CAA-SMR;
- (c) carried out not lower than 100 feet AGL and not over any densely inhabited area of a city, town or settlement.

SM-CAR OPS 6.02.16 MLA operations in foreign countries

MLA are allowed to fly and to land in foreign countries provided that they comply with the foreign countries' applicable customs and flight regulations.

SM-CAR OPS 6.02.17 Flight plan

A MLA is not subjected to the presentation of an air traffic service flight plan if not differently required by the specific intended type of operation.

SM-CAR OPS 6.02.18 Operations through organisations

When MLA operations are conducted within the frame of an organisation (aero club, flight school, etc., whose MLAs are hired to the public in a “all inclusive” or “wet lease” form), the operational responsibilities and associated regulations and procedures shall be included into an operations manual (OM), acceptable by the CAA-SMR. Refer to Appendix 1 for an operation manual content sample.

SUBPART 3

EQUIPMENT: GENERAL REQUIREMENTS

SM-CAR OPS 6.03.01 Flight and navigation instruments

The following are required flight and navigation instruments:

- (a) an airspeed indicator;
- (b) an altimeter and a magnetic direction indicator;
- (c) a magnetic direction indicator.

SM-CAR OPS 6.03.02 Powerplant instruments

The following are required powerplant instruments:

- (a) such pressure, temperature and RPM indications as the engine manufacturer may require or as are necessary to operate the engine within its limitations;
- (b) a fuel quantity indicator for each fuel tank, visible by the pilot when strapped in;
- (c) an oil quantity indicator for each tank, e.g. dipstick.

SM-CAR OPS 6.03.03 Miscellaneous equipment

- (a) A seat with a safety belt or harness for each person on board.
- (b) In the case of an operation over water beyond gliding distance from a safe landing area, one lifejacket or individual flotation device for each person on board, stored in a position easily accessible from the seat or berth of the person for whose use it is provided;



APPENDIX 1

OPERATIONS MANUAL

Every organisation whose activity falls within the conditions stated in SM-CAR OPS 6.02.18, shall produce an operations manual (OM) to be submitted to the CAA-SMR for approval.

The operations manual shall contain the following as a minimum:

- (a) the structure and activities of the organisation associated to the aircraft identification as well as qualification requirements, responsibility and competence for managers, instructors and examiners;
- (b) training standards for licence to operate MLA, including type training for specific MLA;
- (c) standards and procedures for recommendation to the CAA-SMR of approval of instructors who shall be in charge of:
 - training for licence to operate MLA, and;
 - type training on MLA;
- (d) standards and procedures for recommendation to the CAA-SMR of approval of instructors who shall be in charge of the periodical flight training on behalf of the organisation associated to the aircraft registration.
- (e) standards and procedures for recommendation to the CAA-SMR of approval of examiners;
- (f) standards and procedure for the management of MLA maintenance;
- (g) standards and procedures for approval of aerodromes to be used in connection with practical training and type training on MLA and a list with detailed information about approved aerodromes;
- (h) special operational regulations;
- (i) authorised application forms;
- (j) standards for the organisation associated to the aircraft identification's supervision of the areas for which it is responsible;
- (k) standards for notification of accidents and incidents, and of conditions which are important to the safe operation of an aircraft, and of conditions which are important to flight safety and general public interests.