ARUBA AND SAN MARINO CIVIL AVIATION AUTHORITIES EXECUTE NEW REGULATORY OVERSIGHT AGREEMENT

News / Business aviation



The Department of Civil Aviation Aruba (DCAA) and the San Marino Civil Aviation Authority (SMCAA) have signed a new regulatory oversight agreement that enables San Marino?registered aircraft to conduct commercial operations under Aruba?issued Air Operator Certificates (AOCs). The accord establishes a unified compliance and supervision framework, strengthening cross?jurisdictional operational flexibility for operators.

The agreement marks a significant step forward in the collaboration between the two jurisdictions, establishing a clear and structured regulatory framework that defines how safety?oversight responsibilities are allocated and coordinated between the respective Civil Aviation Authorities.

Both the Registry of Aruba and the San Marino Aircraft Registry (SMAR) welcome the signing of this accord, which reinforces the longstanding relationship between Aruba and San Marino while

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offering aircraft owners and operators enhanced operational flexibility. The framework ensures that this flexibility is delivered without compromise, maintaining the highest levels of regulatory oversight and adherence to international aviation safety standards.

Established under Article 83 of the Convention on International Civil Aviation, the arrangement does not transfer regulatory functions or duties between the two authorities. Each retains its respective responsibilities while coordinating the oversight of aircraft operating within the framework.

For present and future aircraft owners and operators, this creates a defined regulatory structure through which eligible aircraft can remain registered in San Marino while operating commercially under an Aruba-issued AOC.

Sir Jorge Colindres, Executive Chairman & Founder of The Registry of Aruba commented: “This strengthens the relationship between our two jurisdictions while creating a clear framework for aircraft owners and operators whose registration and commercial operating requirements span San Marino and Aruba. The value lies in having two civil aviation authorities working closely together, with clearly defined responsibilities and a shared commitment to safety and effective oversight.”

What this means for owners and operators

The framework applies specifically to aircraft on the San Marino civil aircraft register that operate commercially under an AOC issued by Aruba. Aircraft covered will be individually identified by aircraft type, registration mark and serial number and included in a dedicated schedule.

For qualifying owners and operators, this creates a formal structure connecting two important elements of an international aircraft operation: registration in San Marino and commercial operation under an Aruba AOC.

Rather than transferring regulatory responsibilities, the framework defines how SM-CAA and DCA-A will cooperate in carrying out their respective oversight functions. It addresses aircraft operations and airworthiness, aircraft certification, continuing airworthiness, maintenance arrangements, personnel licensing and aircraft records.

avid Colindres, President of the San Marino Aircraft Registry stated: “International aircraft ownership increasingly requires regulatory structures that recognize how aircraft are actually operated. This provides qualifying owners and operators with a clear framework for combining San Marino registration with commercial operation under an Aruba AOC, while ensuring that both civil aviation authorities remain closely coordinated throughout the operation of the aircraft.”

Ongoing regulatory cooperation

The new framework establishes an ongoing relationship between DCA-A and SM-CAA, with mechanisms designed to maintain coordination once an aircraft is operating under it. Representatives of both authorities will meet annually to review safety oversight activities, flight operations, continuing airworthiness and aircraft maintenance, maintenance control procedures, ramp inspections, crew licensing and other matters arising from inspections, audits and data analysis. Dedicated focal points will also maintain regular communication between the two authorities.

The framework also provides practical mechanisms for regulatory cooperation. SM-CAA will have

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access to relevant DCA-A documentation as necessary to support its responsibilities, while DCA-A will facilitate on-site inspections conducted by SM-CAA in Aruba, including access to airport premises, aircraft and cockpits.

The detailed responsibilities structure establishes how the two authorities will coordinate across operational and airworthiness matters. For example, SM-CAA remains responsible for issuing and reissuing Certificates of Airworthiness, while DCA-A verifies their validity and ensures operators maintain the appropriate procedures to keep those certificates in force.

In continuing airworthiness, the two authorities have complementary tasks covering areas including maintenance programs, maintenance control procedures, modifications and repairs and the exchange of relevant airworthiness information.

The agreement will enter into force upon signature by the last party and will remain effective for three years, after which it may be renewed for a period agreed by both authorities.

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