



REPUBLIC OF SAN MARINO

DECREE - LAW no. 110 of 1 July 2020

**We the Captains Regent
of the Most Serene Republic of San Marino**

having regard to the conditions of necessity and urgency referred to in Article 2, paragraph 2, letter b) of Constitutional Law no. 183 of 15 December 2005 and in Article 12 of Qualified Law no. 184 of 15 December 2005 and, namely:

- *the need to integrate San Marino legislation on civil aviation by regulating the operation and use of airfields in the territory in order to guarantee and promote the protection of aviation safety also for such flight operations;*
- *the urgency of meeting the aforementioned needs considering, in particular, the constant and rapid growth of the San Marino aviation sector;*

*Having regard to Congress of State Decision no. 9 adopted in its sitting of 29 June 2020;
Having regard to Article 5, paragraph 2, of Constitutional Law no. 185/2005 and Article 9, paragraph 1, and Article 10, paragraph 2, of Qualified Law no. 186/2005;
Promulgate and order the publication of the following Decree-Law:*

REGULATION, OPERATION AND USE OF AIRFIELDS/HELIPADS IN THE TERRITORY OF SAN MARINO FOR THE DEVELOPMENT AND PROTECTION OF SAFETY

TITLE I GENERAL PROVISIONS

Art. 1 (Definitions)

1. For the purposes of this Decree-Law:
 - a) "airfield" shall mean an area suitable for the departure and landing of aircraft, not certified as an airport facility pursuant to Article 55 of Law no. 125 of 29 July 2014, and subsequent amendments;
 - b) "helipad" shall mean an airfield intended for the exclusive use of helicopters, which is not a heliport;
 - c) "sloping airfield (AP)" shall mean an airfield whose slope, obtained by dividing the difference between the maximum and minimum elevation along the centreline of the airfield by the length of the airfield, exceeds two per cent;
 - d) "non-sloping airfield (ANP)" shall mean an airfield whose slope, obtained by dividing the difference between the maximum and minimum elevation along the centreline of the airfield by the length of the airfield, does not exceed two per cent;
 - e) "elevated helipad" shall mean a helipad located on a structure with an elevation of three metres or more above ground level;
 - f) "Authority" shall mean the Civil Aviation and Maritime Navigation Authority;

(g) "HEMS" shall mean the Helicopter Emergency Medical Service.

Art. 2
*(Scope of
application)*

1. The provisions of this Decree-Law shall apply to: a) airfields as defined in Article 1;
b) aircraft operations on airfields.
2. The provisions of this Decree-Law shall not apply to the personnel, or vehicles of the Police or of any other public authority authorised to perform public service operations in the territory of San Marino.
3. The provisions of this Decree-Law shall regulate: a) the operation and use of airfields;
b) the physical characteristics and signage of airfields; c) operations on airfields.

Art. 3
(Operation and use of airfields)

1. Without prejudice to the provisions of Article 7, the airfield shall be operated by a natural or legal person who shall be responsible for its compliance with the requirements set forth in this Decree-Law, its accessibility under safe conditions, also in relation to the obstacles present along the take-off and landing trajectories, and the efficiency of the technical and operative equipment installed.
2. The operation of an airfield shall be subject to the consent, expressed in writing, of the owner of the area on which the airfield is located; if the area belongs to the State or to public bodies, operation shall be subject to the authorisation or granting of the right to use by the Congress of State or the competent administrative authority.
3. The use of an airfield shall be subject to the consent of the operator, who shall be obliged to provide users with all the information necessary for the proper performance of the activity, and shall be restricted to flights from countries of the Schengen Area.
4. In the cases referred to in Article 12, paragraph 8, Article 16, paragraph 2 and Article 17, paragraph 4, and in Article 21, paragraph 4 and Article 22, paragraph 2, specific authorisation shall be required for the operation and use of the airfield by the Authority in accordance with the procedure set forth in Annex 1.

Art. 4
(Operation - procedural rules)

1. The natural person or the legal representative of the legal person that operates the airfield shall not have received convictions for any criminal offence, even if not final, or shall not have pending criminal proceedings for the following offences:
 - a) criminal offences against public order;
 - b) intentional criminal offences against the State;
 - c) civil aviation criminal offences as provided for in Law no. 125 of 29 July 2014 and subsequent amendments and integrations and Law no. 139 of 5 September 2014.
2. The operator shall transmit to the Authority, at least forty days prior to the date of commencement of the operation of the airfield, the certificates or, if permitted, the declarations in lieu of certificates pursuant to Law no. 159 of 5 October 2011. Such documents shall include the information referred to in paragraph 1, the details for the identification of the operator and the owner of the area where the airfield is located, the specific data of the airfield, and any other documentation requested by the Authority.
3. For the operation of an elevated helipad, the operator shall also declare under his own responsibility:
 - a) that he is in possession of the authorisations required by the town planning regulations in force;
 - b) that the helipad is compliant with current fire prevention regulations.
4. The commencement of operation and any change in the elements indicated in paragraphs 2 and 3 above shall be promptly notified by the operator to the Authority.

Art. 5
(Collection of movement data on airfields)

1. In addition to requesting the consent referred to in Article 3, paragraph 3, the pilot shall provide the operator with the following data for each movement:
 - a) name of the pilot and co-pilot, if any;
 - b) type of aircraft;
 - c) marks of the aircraft;
 - d) number of persons on board;
 - e) time of departure and destination;
 - f) time of arrival and origin;
 - g) type of flight.
2. The operator shall establish a system for collecting the data referred to in the preceding paragraph. Such data shall be kept by the operator for at least five years and shall be made available to the Judicial Police and the Authority upon request.

Art. 6
(Activities on airfields)

1. In addition to the performance of unremunerated activities, public transport, aviation training and aerial work activities shall also be permitted on airfields.
2. Without prejudice to the responsibility of the operator of the airfield, public transport, aviation training and aerial work activities shall be carried out under the responsibility of the holder of the relevant licences and authorisations issued pursuant to Law no. 125 of 29 July 2014, and subsequent amendments.

Art. 7
(Occasional helipad)

1. Any area of a suitable size to permit, according to the pilot's judgement, occasional take-off and landing operations shall be considered an occasional helipad.
2. In order to determine the adequacy of the occasional helipad, the pilot shall carry out an aerial reconnaissance in which he verifies the compliance with the following conditions:
 - a) the minimum size of the landing and take-off area shall be at least one and a half times the distance between the extreme points of the helicopter with the rotors in motion;
 - b) the plano-altimetric trend and resistance of the surface shall be suitable for the performance of landing and take-off operations and surface operations;
 - c) existence of a sufficient surrounding space free of obstacles for the safe performance of take-off and landing operations;
 - d) obstacles that may be present along the take-off and landing trajectories shall be such that they can be overcome within the limits provided for in the general rules, both during landing and take-off;
 - e) the area shall be cleared of people, animals or objects that may hinder operations;
 - f) take-off and landing shall not entail the overflight of inhabited areas, agglomerations of houses and gatherings of people.
3. The use of an occasional helipad shall be permitted in the following cases:
 - a) occasional aviation activity, not exceeding 100 movements per year, under VFR (Visual flight rules) conditions during daytime;
 - b) emergency interventions as defined by the Authority, to be established by means of a special regulation.
4. The use of an occasional helipad shall not require the existence of an operator as referred to in Article 3 of this Decree-Law, signage and fire-fighting assistance. The pilot shall be responsible for selecting the area and conducting operations.
5. The use of an occasional helipad shall also be permitted for the performance of private aviation activities and shall be limited to flights with origin and destination within the territory of San Marino or the Schengen Area.
6. The use of an occasional helipad located in an area of private property shall be subject to the consent of the owner of the area. If the occasional helipad is located on an area owned by the State or

public authorities, the use shall be subject to the authorisation or granting of the right to use by the Congress of State or the competent administrative body.

7. The pilot shall be responsible for complying with the legislation in force on land use and environmental protection.

8. The provisions of paragraphs 5, 6 and 7 above shall not apply in the cases of emergency medical transport, rescue, evacuation, fire-fighting, and emergency operations.

Art. 8 *(Communications)*

1. Before starting a transfer flight on an occasional helipad, the pilot shall transmit the following information to the Authority:

- a) airport, airfield or helipad of departure;
- b) geographical coordinates of the destination helipad or airfield or, if this is not possible, the location in which the destination helipad or airfield is located;
- c) type, marks and name of the aircraft;
- d) scheduled take-off time;
- e) estimated landing time;
- f) name of the pilot responsible for the flight;
- g) number of persons transported in addition to the pilot responsible for the flight;
- h) type of local aviation activity, if any, to be performed on the destination helipad or airfield;
- i) expected time to perform the local aviation activity referred to in letter h) on the destination helipad or airfield.

2. Cancellation of the flight or a delay of more than sixty minutes with respect to the scheduled take-off time shall be immediately communicated by the pilot to the Authority.

3. The provisions of paragraphs 1 and 2 above shall also apply to transfer flights on the airfields referred to in Article 3 of this Decree-Law with origin or destination, without intermediate stops, in countries of the Schengen Area.

4. The provisions of this Article shall not apply in the cases of emergency medical transport, rescue, evacuation, fire-fighting, and emergency operations.

Art. 9 *(Limitations)*

1. The choice, operation and use of an airfield shall be subject to authorisation by the Authority.
2. At any time, the Authority may restrict, suspend or terminate, by reasoned decree, the operation and/or use of an airfield. The termination of the operation or use of the airfield shall in any case be ordered when the requirements set forth in Article 4 paragraph 1 are no longer met. However, it shall be immediately ordered for reasons of security or other needs in the public interest.
3. The Authority may also restrict by geographical areas, by means of a reasoned decree, the aviation activity on an occasional helipad.

Art. 10 *(General Provisions)*

1. Pilots shall perform flight operations on airfields under their own responsibility and shall comply with the flight rules and procedures contained in the appropriate publications and any limitations and requirements established by the Authority.

2. Aviation activity on airfields shall be carried out in visual contact with the ground, in meteorological conditions not worse than the minimum conditions established by visual flight rules and, for aeroplanes only, during daytime.

3. The pilot shall be responsible for complying with the aviation regulations in force.

4. The Authority may revoke, suspend or amend, in application of the legislation in force, the authorisations, certificates and licences issued when it is established that the requirements set out in this Decree-Law have been violated.

TITLE II

HELICOPTER ACTIVITY ON HELIPADS

Art. 11

(Helipads - Technical characteristics)

1. The minimum size of the landing and take-off area shall be at least one and a half times the distance between the extreme points of the helicopter with the rotors in motion.
2. The plano-altimetric trend and resistance of the surface shall be suitable for the performance of landing and take-off operations and surface operations.
3. There shall be a sufficient surrounding space free of obstacles for the safe performance of take-off and landing operations;
4. Obstacles that may be present along the take-off and landing trajectories shall be such that they can be overcome within the limits provided for in the general rules, both during landing and take-off.
5. During operations, the area shall be cleared of people, animals or objects that may hinder operations.
6. A windsock shall be installed.
7. The signage for daytime shall be that indicated in Annex 2.
8. In the case of night operations, the helipad shall be equipped with the signage for nighttime indicated in Annex 2.
9. For night operations in geographical areas where the approach is particularly difficult and in urban areas, a visual alignment guidance system shall be installed.

Art. 12

(Elevated helipad - Technical characteristics)

1. In addition to the requirements of Article 11 above, the following requirements shall apply to elevated helipads.
2. The area designated for a helipad shall be:
 - a) flat and with a slope of between 1% and 2%, suitable for preventing the accumulation of water or other liquids;
 - b) equipped with external perimeter protection that does not constitute an obstacle.
3. Each point on the surface and support structures shall withstand the maximum static and dynamic load of the heaviest helicopter intended to operate there, even in the event of a violent landing.
4. No fixed objects shall be installed in the area surrounding the take-off and landing area unless such objects are essential to operations and are frangible. The height of objects that have to be placed on the edge of the take-off and landing area due to their function shall not exceed 25 cm.
5. Appropriate technical solutions shall be established to prevent the spread of fire and, during operations, an evacuation system and/or collection system of any fuel spilled from the helicopter, and fire-fighting assistance appropriate to the type of helicopter used shall be available.
6. The signage for daytime shall be that indicated in Annex 2.
7. In the case of night operations, the helipad shall be equipped with the signage for night-time indicated in Annex 2.
8. The use of the elevated helipad shall be authorised by the Authority in accordance with the procedure set out in Annex 1.

Art. 13
(Fire-fighting assistance)

1. The following shall be provided with fire-fighting assistance:
 - a) an elevated helipad;
 - b) a helipad constituting the base for public transport and HEMS operations;
 - c) a helipad serving hospital facilities and a helipad used for public transport activities, where transport operations are carried out on a continuous basis with a daily average of two or more movements for each six-month reference period;
 - d) a helipad constituting the base for aviation training activities.
2. Fire-fighting assistance shall comply with the provisions issued by the Civil Protection Service, and therefore:
 - the helipad shall be classified in accordance with the regulations in force, and provided with the relevant extinguishing agents and equipment;
 - qualified personnel shall be available during operations, as necessary, for fire-fighting assistance and the use of related equipment, and automatic systems may be authorised to meet fire protection requirements.
3. For the purpose of conducting flight operations, the helipad operator shall notify the Authority that the helipad complies with the provisions of the preceding paragraph.

Art.14
(Operating rules)

1. Night aviation activity shall only be permitted on a helipad authorised by the Authority for night operations in accordance with the procedure set out in Annex 1.
2. The debarking and boarding of persons shall take place with the landing gear firmly placed on the ground and the rotor(s) completely still. The rotor(s) may be in motion, with the minimum pitch of the blades of the rotor, if personnel are present to assist passengers during boarding and debarking.

Art. 15
(Requirements for pilots to operate helicopters on a helipad)

1. A pilot intending to operate helicopters on an occasional helipad shall:
 - a) hold a valid civil helicopter pilot's licence and the qualification for the type of helicopter used;
 - b) have flown at least 130 hours in a helicopter;
 - c) have carried out at least five take-offs and five landings in the last ninety days preceding the date of use of the helipad.
2. A pilot intending to operate helicopters at night-time on a helipad shall:
 - a) hold a valid civil helicopter pilot's licence and the qualification for the type of helicopter used;
 - b) hold a valid I.F.R. (Instrument flight rules) qualification;
 - c) have flown at least 300 hours in a helicopter, of which at least 10 hours during night-time;
 - d) have carried out at least five take-offs and five landings during night-time in the last ninety days preceding the date of use of the helipad.
3. A pilot who intends to carry out night operations on an elevated helipad for the first time shall have carried out at least three landings and three take-offs on the same helipad during daytime.

Art. 16
(Public transport activities with helicopters)

1. Public transport on a helipad shall be permitted in compliance with the applicable technical-operating regulations and in accordance with the certification and operating documents of the aircraft.

The operating documents shall contain the necessary provisions and information for personnel involved in flight operations on a helipad. The public transport of passengers shall be carried out under the responsibility of the chief operating officer of the company concerned, who, to this end, shall arrange for a prior ground and aerial reconnaissance of the helipad intended to be used. The findings of the reconnaissances carried out shall be kept by the company in accordance with procedures approved by the Authority.

2. The operational base of the operator shall be a helipad operated in accordance with the provisions of Article 3. The use of this helipad shall be authorised by the Authority in accordance with the procedure set out in Annex 1. In addition to meeting the requirements of Articles 11 and 12, where applicable, such helipad shall be equipped with:

- a) protection system or procedures to keep the helipad clear of people, animals and objects;
- b) telephone and ground/air/ground communication radio equipment.

3. an occasional helipad may be used for public transport, subject to the conditions set out in Articles 7, 8, 9 and 10. If used as a base for operations, the following additional conditions shall be met:

- a) presence of a wind sock or other suitable means of wind signalling;
- b) measures to keep the helipad clear of people, animals and objects;
- c) ground/air/ground communication radio equipment.

4. In addition to meeting the requirements set forth in paragraph 2 b) above and in Articles 11, 12 and 13, the helipad used for public transport activities with scheduled flights shall be equipped with:

- a) security service and passenger and cabin luggage x-ray control;
- b) emergency plans for safety, security, evacuation;
- c) fencing of the entire helipad area.

5. A helipad that is open for night operations may only be used by helicopters and crews qualified for instrument flight.

6. The aircraft operator shall include in the operating documents the performance tables and/or charts and contingency procedures of the helicopters used.

7. The provisions of the preceding paragraphs of this Article shall not apply to Helicopter Emergency Medical Service (HEMS) operations which shall be governed by special regulations of the Authority.

Art. 17

(Aviation training activities with helicopters)

1. Aviation training activities on a helipad shall be permitted in compliance with the applicable technical-operating regulations and in accordance with the certification and operating documents of the helicopter. The operating documents shall contain the necessary provisions and information for personnel involved in flight operations on a helipad.

2. The use of an occasional helipad shall not be permitted, except for training activities with an instructor on board.

3. Aviation training activities shall take place under the responsibility of the school director and under the supervision of an instructor.

4. The use for aviation training activities of the helipad that constitutes the base for operations shall be authorised by the Authority in accordance with the procedure set out in Annex 1. In addition to meeting the requirements of Article 11 and, where applicable, 12, such helipad shall be equipped with:

- a) protection system to keep the helipad clear of people, animals and objects;
- b) telephone and ground/air/ground communication radio equipment.

5. The helicopter operator shall include in the operating documents the performance tables and/or charts and contingency procedures of the helicopters used.

Art. 18

(Aerial work with helicopters)

1. Aerial work activities on a helipad shall be permitted in compliance with the applicable technical-operating regulations and in accordance with the certification and operating documents of the helicopter.

The operating documents shall contain the necessary provisions and information for personnel involved in flight operations on a helipad.

2. Aerial work on a helipad shall take place under the responsibility of the operator.
3. an occasional helipad may be used under the conditions provided for in Article 7 for aerial work activities, regardless of the number of movements referred to in paragraph 3 of the same Article. If the occasional helipad is used as a temporary base, the Chief Operating Officer shall arrange for a ground and air reconnaissance to determine the adequacy of the helipad with respect to the conditions set forth in Article 7 paragraph 2 and the fulfilment of the following additional conditions:
 - a) presence of a wind sock or other suitable means of wind signalling;
 - b) measures to keep the helipad clear of people, animals and objects;
 - c) ground/air/ground communication radio equipment.
4. The helicopter operator shall include in the operating documents the performance tables and/or charts and contingency procedures of the helicopters used.

TITLE III

ACTIVITIES ON AIRFIELDS WITH AIRCRAFT

Art. 19

(Land-based airfields - Technical characteristics)

1. The size of the runway shall be suitable for the landing run and the take-off run.
2. The plano-altimetric trend and resistance of the surface shall be suitable for the performance of landing and take-off operations and surface operations.
3. There shall be a sufficient surrounding space free of obstacles for the safe performance of take-off and landing operations;
4. Obstacles that may be present along the take-off and landing trajectories shall be such that they can be overcome within the limits provided for in the general rules, both during landing and take-off.
5. During operations, the area shall be cleared of people, animals or objects that may hinder operations.
6. A windsock shall be installed.
7. The physical characteristics of the runways and signage shall be included in Annex 3.

Art. 20

(Requirements for pilots to operate aircraft on airfields)

1. A pilot intending to operate aircraft on non-sloping airfields shall:
 - a) hold a valid civil pilot's licence and the qualification for the type of aircraft used;
 - b) have carried out a minimum aviation activity of at least five take-offs and five landings on airfields;
 - c) have carried out at least five take-offs and five landings in the last ninety days preceding the date of use of the airfield.
2. A pilot who intends to operate aircraft on sloping airfields shall:
 - a) hold a qualification for the use of sloping airfields (AP);
 - b) hold a qualification for the type of aircraft used;
 - c) have carried out at least five take-offs and five landings in the last ninety days preceding the date of use of the airfield.
3. A pilot who intends to operate aircraft on snow-covered or icy airfields shall:
 - a) hold a qualification for the use of snow-covered or icy airfields;
 - b) hold a qualification for the type of aircraft used;
 - c) have carried out five take-offs and five landings in the last ninety days preceding the date of use of the airfield.
4. Courses for the achievement of qualifications:
 - a) for the use of sloping airfields;

- b) for the use of snow-covered or icy airfields;
- c) to perform the duties of aviation instructor on sloping and/or snow-covered or icy airfields shall be completed at flying schools approved by the Authority.
- 5. The qualifications for the use of sloping and/or snow-covered or icy airfields issued by a member country of the International Civil Aviation Organisation (ICAO) may be validated by the Authority if they are considered to correspond to those indicated in this Decree-Law.

Art. 21
(Public transport by aircraft)

- 1. The use of an airfield for public transport activities with aircraft shall only be permitted for:
 - a) non-scheduled flights;
 - b) flights with aircraft whose maximum take-off weight shall not exceed 5700 kg and the number of passenger seats shall not exceed 9.
- 2. Operations on an airfield shall be permitted in compliance with the applicable technical-operational regulations and in accordance with the certification and operating documents of the aircraft. The operating documents shall contain the necessary provisions and information for personnel involved in flight operations on airfields.
- 3. The public transport shall be carried out under the responsibility of the chief operating officer of the company concerned, who, to this end, shall arrange for a ground and aerial reconnaissance of the airfields intended to be used.
- 4. The use of an airfield for public transport shall be authorised by the Authority in accordance with the procedure set out in Annex 1. In addition to the requirements of Article 20, such airfield shall meet the following requirements:
 - a) fencing if it is a land-based airfield;
 - b) movement area appropriate to the characteristics of the aircraft;
 - c) telephone;
 - d) ground/air/ground communication radio equipment.Equipment and qualified personnel shall also be available to ensure rescue and fire fighting interventions.
- 5. The Authority may require, depending on orographic, meteorological and traffic characteristics, the adoption of specific operating procedures.
- 6. The operator shall make available to the Authority the survey of obstacles affecting the landing directions as specified in the table in Annex 3 and shall determine the following runway distances to be submitted to the Authority for approval:
 - a) run available for take-off;
 - b) distance available for take-off;
 - c) distance available for acceleration-stop; d)distance available for landing.
- 7. Operations shall not be permitted in the presence of mud, water, snow or ice on the runway.
- 8. The aircraft operator shall include in the operating documents the performance tables and/or charts and contingency procedures of the aircraft used.

Art. 22
(Aviation training activities with aircraft)

- 1. Aviation training activities shall be permitted in compliance with the applicable technical-operating regulations and in accordance with the certification and operating documents of the aircraft. The operating documents shall contain the necessary provisions and information for personnel involved in flight operations on an airfield.
- 2. The use for aviation training activities of the airfield that constitutes the base for operations shall be authorised by the Authority in accordance with the procedure set out in Annex 1. During activities on this airfield, the following requirements shall be fulfilled:
 - a) protection system or procedures to keep the manoeuvring area clear of people, animals and objects;

- b) telephone and ground/air/ground communication radio equipment.
- c) graphic design of obstacles in the landing and take-off directions as specified in the table in Annex 3.
- 3. Equipment and qualified personnel shall also be available to ensure rescue and fire fighting as well as first aid interventions.
- 4. The aircraft operator shall include in the operating documents the performance tables and/or charts and contingency procedures of the aircraft used.

Art. 23
(Aerial work with aircraft)

- 1. Aerial work activities on a helipad shall be permitted in compliance with the applicable technical-operating regulations and in accordance with the certification and operating documents of the aircraft. The operating documents shall contain the necessary provisions and information for personnel involved in flight operations on an airfield.
- 2. Aerial work activity on an airfield shall take place under the responsibility of the operator.
- 3. The aircraft operator shall include in the operating documents the performance tables and/or charts and contingency procedures of the aircraft used.

TITLE IV
FINAL PROVISIONS

Art. 24
(Coordination provisions)

- 1. This shall in any case be without prejudice to the application of the regulations in force concerning the import of goods and the entry and stay of foreigners in the Republic of San Marino.

Art. 25
(Transitional provisions)

- 1. Private entities that at the date of entry into force of this Decree-Law operate airfields pursuant to previous public authorisations shall continue to operate them under the same conditions until their natural expiry.
- 2. The provisions relating to equipment and qualified personnel to ensure first aid and fire-fighting interventions referred to in the last sentence of Article 22, paragraph 4 and in the last sentence of Article 23, paragraph 2 shall become mandatory for airfield operators from the moment they are established and regulated through the issuance of appropriate regulations, prescriptions or technical references by the Civil Protection Service.

Done at Our Residence, on 1 July 2020/1719 since the Foundation of the Republic.

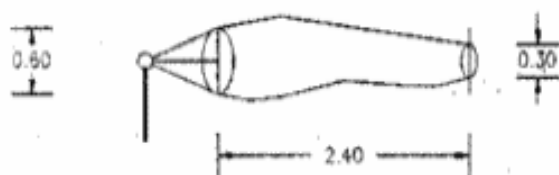
THE CAPTAINS REGENT
Alessandro Mancini – Grazia Zafferani

THE MINISTER OF
INTERNAL AFFAIRS
Elena Tonnini

**PROCEDURAL REQUIREMENTS RELATING TO THE AUTHORISATION FOR THE
OPERATION AND USE OF AIRFIELDS**

1. In cases where authorisation is required for the operation and use of an airfield, the operator shall submit an application to the Authority accompanied by the necessary documents to prove compliance with the applicable requirements.
2. After carrying out the technical-operating assessment to verify the fulfilment of the requirements of this Decree-Law, the Authority shall authorise the operation and use of the airfield, or notify the operator of the negative outcome of the assessment, stating its reasons.
3. The authorisation shall be valid for three years and may be renewed upon request of the operator and following the positive outcome of the Authority's assessments regarding the continued fulfilment of the requirements set out in this Decree-Law.

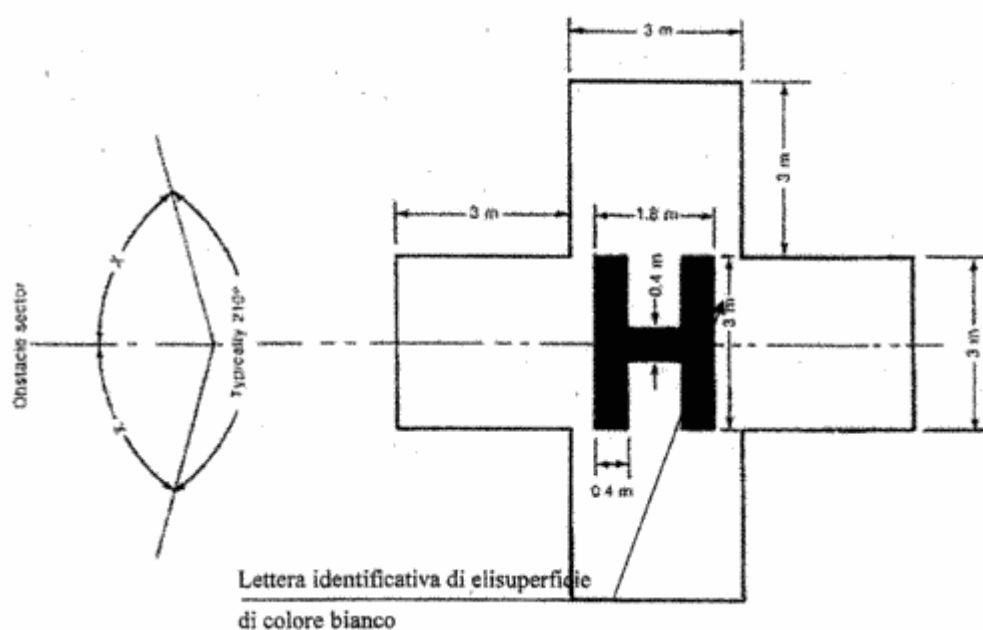
WIND SOCK



White or orange depending on greater visibility in relation to the surroundings. As an alternative, alternating bands of the two colours.

In the case of night operations, the wind sock shall be illuminated.

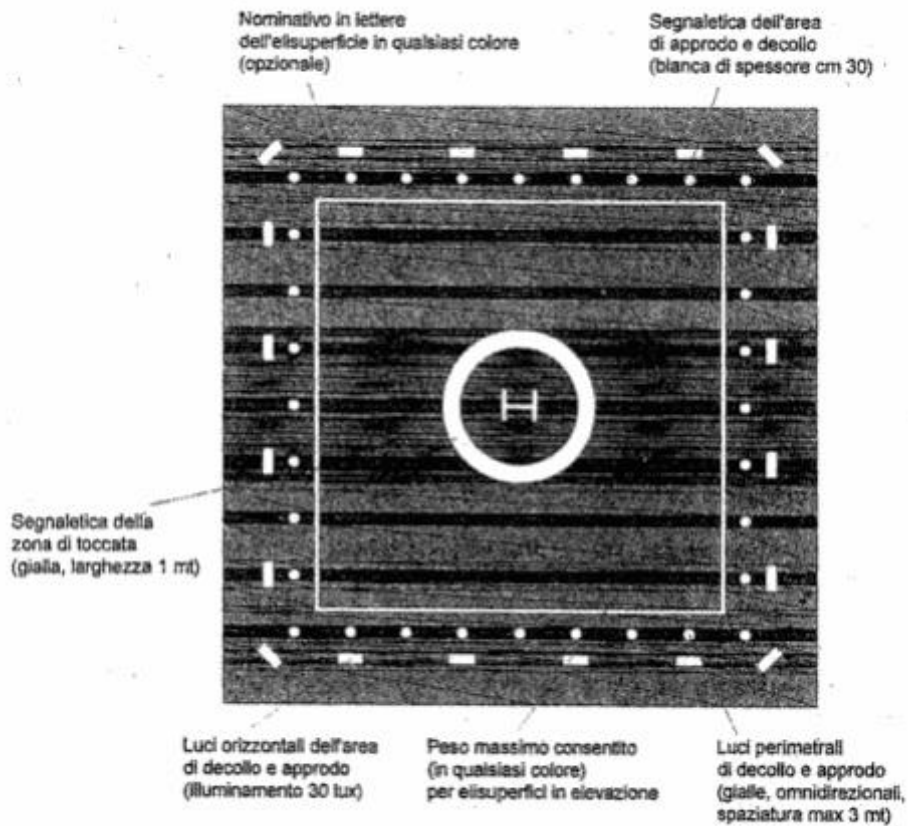
SIGNAGE: SIZE AND COLOURS



For helipads serving hospital facilities, the identifying red letter H shall be placed in a white cross, identifying the medical nature of the site.

The orientation of the letter H, in the direction of the two parallel sides, shall indicate the preferred landing direction.

SIGNAGE: DAYTIME AND NIGHT-TIME



For elevated helipads, the surface shall be green.

Perimeter and horizontal lights in the take-off and landing area shall be required for night operations.

The number of lights in the picture shall be approximate.

REQUIREMENTS REGARDING PHYSICAL CHARACTERISTICS AND DAYTIME SIGNAGE APPLICABLE TO LAND-BASED AIRFIELDS

Paved runways.

Marking of the runway with a continuous white strip at least 30 cm thick: - lateral runway edges:

- runway threshold, in both directions;
- runway centreline, with a 30-metre interrupted strip at intervals of 20 metres;
- identification code for the magnetic orientation of the runway, consisting of two numbers, placed on the runway near the threshold.

Placement of a landing direction T indicator near the runway. This shall be white or orange if it ensures a better contrast with the surrounding land, and shall consist of two arms 4 m long and 0.4 m thick.

Unpaved runways.

Marking of runway edge with flat rectangular white markings at the level of the surface. These shall be 3 m long and 1 m wide, spaced at intervals of no more than 90 m; or they shall be frangible markings, arranged in symmetrical pairs with respect to the runway centreline with similar spacing, with a maximum height of 0.36 m.

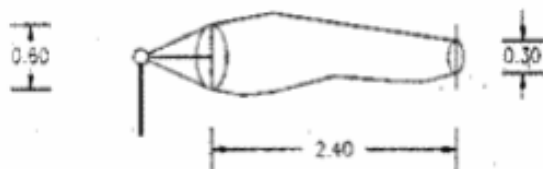
The corners of the runway shall be marked with two adjacent markings placed orthogonally to each other.

Marking of the runway threshold with indication of the magnetic orientation of the runway. Marking systems other than the ones mentioned above shall be acceptable to the Authority.

Width of the runways.

For use in public transport or aviation activities, runways shall have the following minimum dimensions:

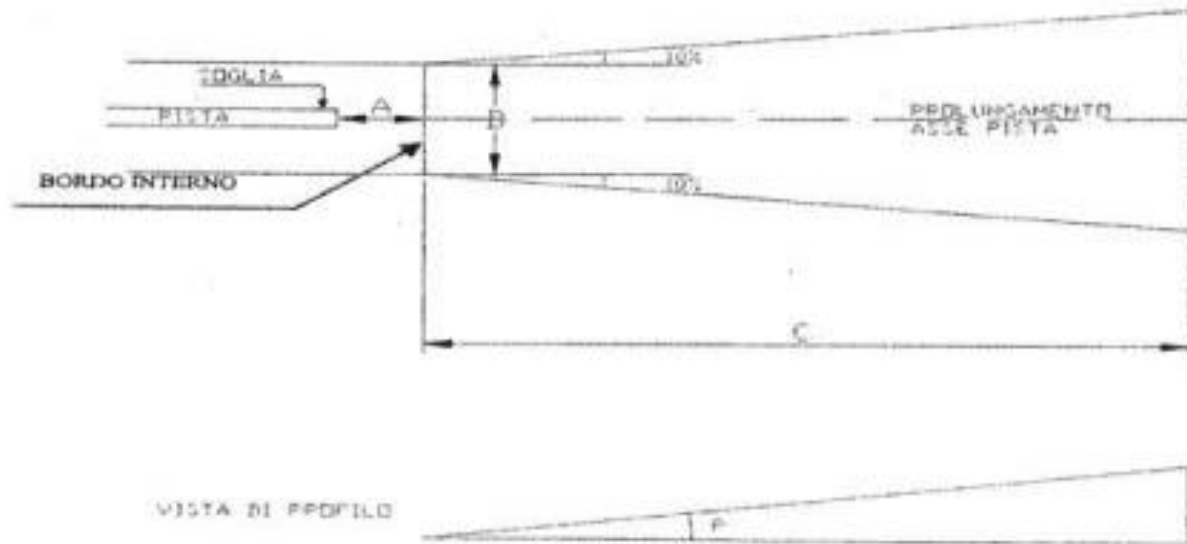
- width of the runway of at least 18 metres;
- area containing the runway with the same plano-altimetric trend, twice the size of the width of the runway, free of obstacles;
- runway end safety area, if on the extension of the runway the orographic characteristics of the land or the presence of obstacles are considered dangerous in the case that an aircraft goes off track.



White or orange depending on greater visibility in relation to the surroundings. As an alternative, alternating bands of the two colours.

Area in the landing and take-off directions for airfields used for T.P.P. and aviation training activities and where the survey of obstacles is carried out.

PLAN VIEW



LENGTH OF THE AIRFIELD	A m	B m	C m	P
< 800 m	30	60	1200	1/30
FROM 800 TO 1200	60	80	2500	1/30
FROM 1200 TO MORE	60	150	3000	1/30

P = SLOPE ABOVE WHICH EXISTING OBSTACLES SHALL BE RECORDED