



**Civil Aviation Authority
Of Fiji**

AIRCRAFT NATIONALITY AND REGISTRATION MARKS

Published by:

Civil Aviation Authority of Fiji
Private Mail Bag, NAP 0354
Nadi International Airport
Fiji

www.caaf.org.fj

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Standard Document

Aircraft Nationality And Registration Marks

Civil Aviation Authority of Fiji

Private Mail Bag, NAP 0354

Nadi International Airport

Fiji

Copy number:	<u>MASTER</u>	
This manual is subject to the amendment service:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Copy Holder:	<u>CAAF</u>	
Organisation:	<u>Civil Aviation Authority of Fiji</u>	
Date of Issue:	<u>01 June 2019</u>	

AMENDMENT RECORD

The following space is provided to keep a record of all amendments.

Amendment No.	Effective Date	Entered By	Date Entered
1-5			
6	20/08/19	FT	20/08/19
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PREFACE

General

Fiji's National Aviation Law consists of a three tier regulatory system, comprising Acts, Regulations and Standards Documents; the purpose of which is to ensure, where deemed appropriate, compliance and conformance with ICAO Standards and Recommended Practices (SARPS).

The three tier regulatory system represents Fiji's Primary Legislation System and Specific Operating Regulations to meet Critical Elements CE1 and CE2 of ICAO's Eight Critical Element of a safety oversight system.

Standards Documents (SD) are issued by the Civil Aviation Authority of Fiji under the provision of Section 14 (3) (b) of the Civil Aviation Authority Act 1979 (CAP 174A)

Where appropriate, the SD also contains technical guidance (Critical Element CE5) on standards, practices, and procedures that are acceptable to the Authority.

Notwithstanding the above, and where specifically indicated in this Standards Document that such a provision is available, consideration may be given to other methods of compliance that may be presented to the Authority provided they have compensating factors that can demonstrate a level of safety equivalent to or better than those prescribed herein. Accordingly, the Authority will consider each case based on its own merits holistically in the context of and relevancy of the alternative methods to the individual applicant.

When new standards, practices, or procedures are determined to be acceptable, they will be added to this document.

Purpose

This Document is intended for use by CAAF, applicants for, and holders of, an Air Operator Certificate and for their staff.

Change Notice

This Standards Document has been developed pursuant to the Authority's obligation to provide oversight on certified operators and their personnel, as well as the operator's obligation to comply with standards notified by the Authority and is the means by which such notification is given.



GEORGE TUDREU
ACTING CHIEF EXECUTIVE



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INTERNATIONAL STANDARDS

CHAPTER 1

DEFINITIONS

When the following terms are used in this Standards Document for Aircraft Nationality and Registration Marks, they have the following meanings:

Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (See Table 1, Classification of aircraft.)

Airship. A power-driven lighter-than-air aircraft.

Balloon. A non-power-driven lighter-than-air aircraft.

Common mark. A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

Note:

All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.

Common mark registering authority. The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

Fireproof material. A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

Glider. A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Gyroplane. A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

Heavier-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.



Helicopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

International operating agency. An agency of the kind contemplated in Article 77 of the Convention.

Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.

Ornithopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

Remotely piloted aircraft (RPA). An unmanned aircraft which is piloted from a remote pilot station.

Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

State of Registry. The State on whose register the aircraft is entered.

CHAPTER 2

CLASSIFICATION OF AIRCRAFT

- 2.1 Further to the provisions of definitions within the Air Navigation Regulations, aircraft shall be classified in accordance with Table 1.
- 2.2 Further to the provisions of Section 78 of the Air Navigation Regulations, an aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
- 2.3 Further to the provisions of the Air Navigation Regulations, Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

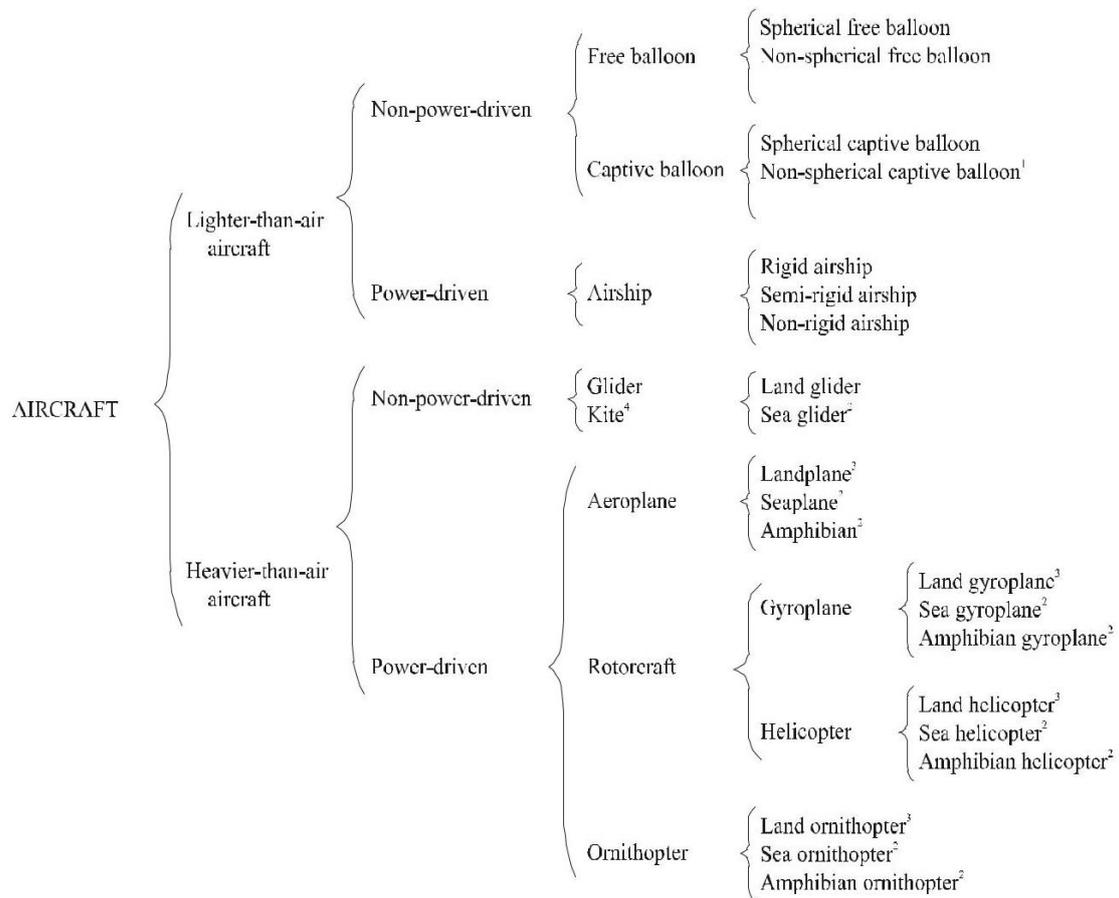


Figure 1. Classification of Aircraft

CHAPTER 3

NATIONALITY, COMMON AND REGISTRATION MARKS TO BE USED

- 3.1 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the nationality or common mark and registration mark shall consist of a group of characters.
- 3.2 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the nationality or common mark shall precede the registration mark. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.
- 3.3 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to Fiji by the International Telecommunication Union. The nationality mark shall be notified to the International Civil Aviation Organization.
- 3.4 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the common mark shall be selected from the series of symbols included in the radio call signs allocated to the International Civil Aviation Organization by the International Telecommunication Union.
- Note: Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organization.*
- 3.5 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by Fiji through CAAF.
- 3.6 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, 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.

<p><i>Note: For reference to these codes, see the currently effective International Telecommunication Regulations.</i></p>
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CHAPTER 4

LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS

4.1 GENERAL

4.1.1 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the nationality or common mark and registration mark 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.

4.2 LIGHTER-THAN-AIR AIRCRAFT

4.2.1 **Airships.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, 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.

4.2.2 **Spherical balloons (other than unmanned free balloons).** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.

4.2.3 **Non-spherical balloons (other than unmanned free balloons).** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, 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.

4.2.4 **Lighter-than-air aircraft (other than unmanned free balloons).** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the side marks shall be visible both from the sides and from the ground.

4.2.5 **Unmanned free balloons.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the marks shall appear on the identification plate (see Section 9).



4.3 HEAVIER-THAN-AIR AIRCRAFT

- 4.3.1 **Wings.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the marks shall appear once on the lower surface of the wing structure. They 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.
- 4.3.2 **Fuselage (or equivalent structure) and vertical tail surfaces.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surface or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface, they shall appear on both sides. When located on multi-vertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.
- 4.3.3 **Special cases.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, if a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.1 and 4.3.2, the marks shall appear in a manner such that the aircraft can be identified readily.

CHAPTER 5

MEASUREMENTS OF NATIONALITY, COMMON AND REGISTRATION MARKS

The letters and numbers in each separate group of marks shall be of equal height.

5.1 LIGHTER-THAN-AIR AIRCRAFT

- 5.1.1 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.
- 5.1.2 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the measurements of the marks related to unmanned free balloons shall take into account the size of the payload to which the identification plate is affixed, and shall be that assigned by Fiji through CAAF.
- 5.1.3 **Special cases.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, if a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 5.1.1, the measurements of the marks shall take into account the need for the aircraft to be identified readily, and shall be that assigned by Fiji through CAAF.

5.2 HEAVIER-THAN-AIR AIRCRAFT

- 5.2.1 **Wings.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimetres.
- 5.2.2 **Fuselage (or equivalent structure) and vertical tail surfaces.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, 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.
- 5.2.3 **Special cases.** Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, if a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 5.2.1 and 5.2.2, or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined taking account of the need for the aircraft to be identified readily, and shall be that assigned by Fiji through CAAF.

CHAPTER 6

TYPE OF CHARACTERS FOR NATIONALITY, COMMON AND REGISTRATION MARKS

- 6.1 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.
- 6.2 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the width of each character (except the letter I and the number 1) and the length of hyphens shall be two-thirds of the height of a character.
- 6.3 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, 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.
- 6.4 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, each character shall be separated from that which it immediately precedes or follows, by a space of not less than one-quarter of a character width. A hyphen shall be regarded as a character for this purpose.

CHAPTER 7

REGISTER OF NATIONALITY, COMMON AND REGISTRATION MARKS

- 7.1 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, CAAF shall maintain a current register showing for each aircraft registered in Fiji, the information recorded in the certificate of registration (see Section 8). The register of any unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

CHAPTER 8

CERTIFICATE OF REGISTRATION

- 8.1 Further to the provisions of Section 6 of the Air Navigation Regulations, the certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1.

Note: The size of the form is at the discretion of CAAF

Note: ICAO Article 29 of the Convention on International Civil Aviation requires that the certificate of registration be carried on board every aircraft engaged in international air navigation.

CHAPTER 9

IDENTIFICATION PLATE

- 9.1 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, an aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties, and shall be that approved by Fiji through CAAF.
- 9.2 Further to the provisions of Section 9, 10 and 26 of the Air Navigation Regulations, the identification plate shall be secured to the aircraft in a prominent position near the main entrance or:
- a) In the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
 - b) In the case of a remotely piloted aircraft, 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.

CHAPTER 10

GENERAL

- 10.1 The provisions of this SD shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

 ISO 9001: 2015 CERTIFIED Civil Aviation Authority of Fiji <i>Certificate of Registration</i> No: 123		
Nationality and Registration Marks	Manufacturer and Manufacturer's Designation of Aircraft	Aircraft Serial No. (Manufacturer's No.)
DQ-AAA	Aircraft Name	123
Name of Owner:		Charterer by Demise:
Address of Owner		Charterer by Demise:
<p>It is hereby certified that the above described aircraft has been duly entered on the register of Fiji in accordance with the Convention on International Civil Aviation dated 07 December 1944, and with the Civil Aviation Authority of Fiji Act 1979 – as amended, and the Civil Aviation Reform Act 1999.</p>		
12 February 2018 Original Date of Issue		_____ for The Civil Aviation Authority of Fiji



Notes:

- (a) The person in whose name the aircraft is registered may or may not be its legal owner. Prospective purchasers are warned, therefore, that this Certificate of Registration is not proof of legal ownership.
- (b) No entries or endorsements may be made on this certificate except by the Civil Aviation Authority of Fiji.
- (c) Application for registration shall be made to the Civil Aviation Authority of Fiji on CAAF Form AW 101M.
- (d) Notice of change of ownership shall be made in writing to the Authority by the registered owner and this Certificate must not, on any such change of ownership, be handed over to the new owner. Until application is made and the Certificate of Registration is granted to a new owner, it is not lawful for any person to fly the aircraft without the written permission of the Authority.
- (e) Notice that the aircraft has been destroyed or permanently withdrawn from use shall be made in writing to the Authority. (e.g. the registered owner ceasing to qualify for ownership of an aircraft registered in Fiji).

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