

CIVIL AVIATION [(No. 18) STATE AIRCRAFT REGISTRATION
AND MARKINGS] REGULATIONS, 2015

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LEGAL NOTICE NO. 145

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, CHAP. 49:03

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER
UNDER SECTION 33 OF THE CIVIL AVIATION ACT AND SUBJECT TO
NEGATIVE RESOLUTION OF PARLIAMENT

THE CIVIL AVIATION [(NO. 18) STATE AIRCRAFT
REGISTRATION AND MARKINGS] REGULATIONS, 2015

1. These Regulations may be cited as the Civil Aviation [(No. 18) Citation
State Aircraft Registration and Markings] Regulations, 2015.

2. In these Regulations—

Interpretation

“aircraft” means any machine that can derive support in
the atmosphere from the reaction of the air other than
the reaction of the air against the earth’s surface;

“Authority” means the Civil Aviation Authority of Trinidad
and Tobago;

“CARICOM national” means the holder of a passport
issued by a member State of the Caribbean
Community who was born in the State issuing the
passport;

“fireproof material” means 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” means 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;

“heavier-than-air aircraft” means any aircraft deriving its
lift by flight chiefly from aerodynamic forces;

“lighter-than-air aircraft” means any aircraft supported
chiefly by its buoyancy in the air;

“operator” means—

- (a) a person, organisation or enterprise, engaged in, or offering to engage in, aircraft operations, and any person who causes or authorises the operation of aircraft, in the capacity of owner, lessee or otherwise, whether with or without the control of the aircraft; and
- (b) who or which is deemed to be engaged in the operation of an aircraft within the meaning of this Act;

“State aircraft” means an aircraft owned by the State or a civilian registered aircraft, used in military, customs or police service;

“State of Design” means the Contracting State which approved the original type Certificate and any subsequent supplemental type Certificates for an aircraft or which approved the design of an aeronautical product;

“State Registry” means the register kept by the Authority for State aircraft that is entered on the State register;

“Trinidad and Tobago aircraft” means any aircraft registered in Trinidad and Tobago.

Applicability of these Regulations

Applicability
of these
Regulation

3. (1) Subject to subregulation (2), these Regulations shall apply to the registration and markings of all State aircraft.

(2) These Regulations shall not apply to—

- (a) a hang glider;
- (b) a model aircraft (below 750 grams);
- (c) a kite;
- (d) a non-powered parachute; or
- (e) an unmanned free balloon that is designed for a single launch in support of either scientific or weather research.

PART I

REGISTRATION

Applicability of Part I

4. This Part shall apply to the registration of State aircraft in Trinidad and Tobago, except as specified in regulation 3(2).

Registration
of State
aircraft

Restriction on operation of aircraft in Trinidad and Tobago

5. A person shall not operate a State aircraft in Trinidad and Tobago unless such aircraft has been registered in Trinidad and Tobago or under the laws of another Contracting State and meets the requirements of these Regulations.

Restriction on
operation of
aircraft in
Trinidad and
Tobago

Application for registration of aircraft

6. A person who wishes to register an aircraft as a State aircraft shall—

Application to
register an
aircraft as a
State aircraft

- (a) apply to the Authority in the prescribed form;
- (b) be at least eighteen years of age;
- (c) pay the prescribed fee; and
- (d) ensure that the aircraft meets the requirements of these Regulations.

Requirements for registration of aircraft

7. (1) An application under regulation 6 may be made in respect of any State aircraft which is owned by—

Application
requirements
for
registration
of a State
aircraft

- (a) a CARICOM national;
- (b) a resident of Trinidad and Tobago as defined in section 5 of the Immigration Act;
- (c) a body incorporated within a member State of CARICOM;
or
- (d) an individual or corporation of a foreign State who transfers custody and control of an aircraft, in accordance with a lease agreement to an operator designated by the State to operate that aircraft.

(2) Notwithstanding subregulation (1), an aircraft shall not be registered in Trinidad and Tobago where such aircraft appears on the aircraft Register of another State.

Deregistration of aircraft

8. Where a person wishes to register an aircraft in Trinidad and Tobago and such aircraft is registered in another State, that person shall ensure that the aircraft is deregistered before proceeding to have the aircraft registered in Trinidad and Tobago.

Deregistration
for purpose of
registration

Issue of Certificate of RegistrationIssue of
Certificate of
Registration

9. (1) When the Director General is satisfied that an applicant under regulation 6 has met all the requirements of these Regulations, he may recommend that the Authority—

- (a) register the aircraft as a State aircraft; and
- (b) issue a certificate of registration in the form approved by the Authority.

(2) The operator of a State aircraft shall ensure that the Certificate of Registration issued in respect of the aircraft is carried in the cockpit of the aircraft at all times.

Requirements after Certification of aircraftRequirements
after
Certificate of
Registration

10. Where an aircraft is registered and issued with a Certificate of Registration under regulation 9, the Director General shall—

- (a) notify the State of Design of the registration of the aircraft in Trinidad and Tobago as a State aircraft; and
- (b) request all airworthiness directives addressing the aircraft, airframe, engine, propeller, appliance or component part and all applicable information which the State of Design deems necessary for the continuing airworthiness and safe operation of the aircraft.

Requirements for deregistrationRequirements
for
deregistration
of an aircraft

11. (1) Where the owner of a State aircraft wishes to deregister such aircraft, he shall—

- (a) apply to the Authority in the prescribed form; and
- (b) pay the prescribed fee.

(2) Where the purpose of an application for deregistration of a State aircraft under subregulation (1) is to facilitate re-registration of the aircraft in another State, the Director General may, where he is satisfied that the State has agreed to re-register the aircraft, recommend that the Authority deregister the aircraft.

(3) Where the Authority has deregistered a State aircraft in accordance with this regulation, the operator of such aircraft shall—

- (a) return to the Authority the Certificate of Registration issued in respect of that aircraft; and

- (b) remove all registration markings on the aircraft as required under the Certificate of Registration for the aircraft under paragraph (a).

State Aircraft Register

12. (1) The Director General shall maintain a current Register of ^{Register of} State aircrafts which shall contain records of each State aircraft ^{State aircraft} registered in Trinidad and Tobago as follows:

- (a) the number of the Certificate of Registration for the State aircraft;
- (b) the registration markings assigned to it by the Authority;
- (c) the name of the manufacturer of the Trinidad and Tobago State aircraft and its type design;
- (d) the serial number of the Trinidad and Tobago State aircraft; and
- (e) the name and address of every person who is entitled as owner to a legal interest in the aircraft or a share therein.

(2) Except for unmanned free balloon specified under regulation 3(2)(e), the Director General shall maintain a register of unmanned free balloons that contains—

- (a) the date, time and location of release;
- (b) the type of balloon; and
- (c) the name of the operator.

Conditions for registration

13. An operator of a State aircraft shall not operate that aircraft ^{Conditions for} unless— ^{registration}

- (a) the aircraft—
 - (i) is operated in accordance with rules of the air;
 - (ii) is operated and maintained in accordance with the manufacturer's instructions and mandatory requirements of the State of Design; and
 - (iii) has been issued with a Certificate of Airworthiness approved by the Authority; and
- (b) the operator complies with all directions given by the Authority in respect of the operation of State aircrafts in Trinidad and Tobago and in any other State.

PART II

NATIONALITY AND REGISTRATION MARKINGS

Requirement
for the
display of
nationality
and
registration
markings

14. This Part prescribes the requirements for the display of nationality and registration markings on State aircrafts.

Display of nationality and registration markings

Requirement
to display
nationality
and
registration
markings

15. (1) A person shall not operate a State aircraft unless the aircraft displays the nationality and registration markings in accordance with this Part.

(2) A person shall not place on a State aircraft, any design, mark or symbol that modifies or confuses the nationality and registration markings required under these Regulations unless otherwise authorized by the Authority.

(3) The nationality and registration markings on a State aircraft under subregulation (1), shall be—

- (a) painted on the outer surface of the aircraft or affixed by other means ensuring a similar degree of permanence;
- (b) in—
 - (i) capital letters in Roman characters without ornamentation; and
 - (ii) numbers in Arabic numerals without ornamentation;
- (c) be in clear and distinct contrast with the colour of the background;
- (d) be legible;
- (e) be kept clean and visible at all times; and
- (f) not be used where they may be interpreted as any of the symbols of the International Five Letter Code of Signal or Distress Codes.

Display of markings

Display of
markings

16. (1) The owner or operator of a State aircraft shall ensure that the aircraft is marked with a group of characters representing—

- (a) the nationality markings assigned by the Authority for State aircraft; and
- (b) the registration markings of the aircraft as a group of letters or numbers assigned by the Authority.

(2) The nationality mark of Trinidad and Tobago under subregulation (1)(a) shall be the National flag.

(3) Where, as a result of the configuration of a State aircraft, it is not possible to mark such aircraft in accordance with subregulation (1), the owner or operator, where applicable, shall apply to the Authority to use a different display.

(4) The nationality markings under subregulation (1) shall precede the registration mark.

Size of markings

17. (1) The height of the nationality and registration markings under regulation 15 on the— Size of markings

- (a) wings of aircraft shall be at least fifty centimetres;
- (b) fuselage or equivalent structure and on the vertical tail surfaces shall be at least thirty centimetres;
- (c) rotorcraft fuselage or equivalent structure and on the vertical tail surfaces shall be at least thirty centimetres; and
- (d) lighter-than-air and powered-lift aircraft shall be at least fifty centimetres.

(2) The width of the characters of the nationality and registration markings under regulation 15 shall be two-thirds as wide as they are high.

(3) Notwithstanding subregulation (2)—

- (a) the number “1”, when used in a nationality or registration markings, shall be one-sixth as wide as it is high; and
- (b) the letters “M” and “W”, shall be as wide as they are high.

(4) The characters in the nationality and registration markings shall be formed by solid lines, one-sixth as thick as the character is high.

(5) The space between each character in the nationality and registration markings shall not be less than one-fourth of the character width; a hyphen shall be regarded as a character for this purpose.

(6) All nationality and registration markings required by this Part for fixed-wing aircraft shall have the same height, width, thickness and spacing on both sides of the aircraft.

Location of markings on fixed-wing aircraft

18. (1) Where a State aircraft is a fixed-wing aircraft, the owner or operator shall ensure that the aircraft has the required nationality and registration markings displayed on both sides of the vertical tail surfaces or both sides of the fuselage. Location of markings on fixed-wing aircraft

(2) Where the nationality and registration markings required under subregulation (1) occur on—

- (a) the vertical tail surfaces, the markings shall be displayed horizontally on both surfaces of the single vertical tail or on the outer surfaces of the multi-vertical tail; or
- (b) the fuselage surfaces, the markings shall be displayed horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer.

(3) When the engine pods or other appurtenances are located in the area described in subregulation (2)(b), and are an integral part of the aircraft, the owner or operator of the State aircraft may place the markings on those pods or appurtenances.

(4) An owner or operator of a State aircraft under this regulation shall ensure that the nationality and registration markings appear once on the lower surface of the wing structure, and 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.

(5) As far as possible, nationality and registration markings shall be located at equidistant points from the leading and trailing edges of the wing.

(6) An owner or operator of a State aircraft shall ensure that the tops of the letters and numbers contained in the nationality and registration markings shall be towards the leading edge of the wing.

Location of markings on rotorcraft

Location of markings on rotorcraft

19. Where a State aircraft is a rotorcraft, the owner or operator shall ensure that such rotorcraft has nationality and registration markings displayed horizontally on both surfaces of the fuselage, boom or tail, such that the rotorcraft can be readily identified by its markings.

Location of markings on lighter-than-air aircraft

Location of markings on lighter-than-air aircraft

20. (1) Where a State aircraft is—

- (a) an airship, the owner or operator shall ensure that the airship has nationality and registration markings that appear on the—
 - (i) hull, location lengthwise, on each side of the hull and on its upper surface on the line or symmetry; or
 - (ii) surface of the horizontal stabilizer, 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; and
- (iii) surface of the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally;
- (b) a spherical balloon, other than an unmanned free balloon, the owner or operator shall ensure that such spherical balloon has nationality and registration markings that appear in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon; or
- (c) a non-spherical balloon, other than an unmanned free balloon, the owner or operator shall ensure that such non-spherical balloon has nationality and registration markings that appear on each side, 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.
- (2) All side markings on a State aircraft shall be visible from the side of the aircraft and from the ground.

Deviation of size and location of markings

21. (1) Where only one of the two surfaces authorized for displaying the required nationality and registration markings meet the requirement for such markings under these Regulations, the owner or operator shall place the nationality and registration markings on that surface.

Deviation of size and location of markings

(2) Where neither surface authorized for displaying the required nationality and registration markings is large enough for displaying full-size nationality and registration markings, the Director General may recommend that the Authority approve markings as large as practicable for display on the larger of the two surfaces.

Removal of nationality and registration markings

22. (1) When a State aircraft is sold by the owner to a buyer who is not a citizen of Trinidad and Tobago or a person under regulation 7, the owner shall—

Removal of markings after sale of aircraft

- (a) deregister such aircraft in accordance with regulation 11;
- (b) remove all nationality and registration markings before the aircraft is delivered to the buyer; and
- (c) return the Certificate of Registration for the aircraft to the Director General.

(2) Where a State aircraft is sold by the owner to a buyer who is a citizen of Trinidad and Tobago or a person under regulation 7, the owner shall—

- (a) inform the Director General of such sale and change of ownership; and
- (b) return the Certificate of Registration for the aircraft to the Director General.

Aircraft identification plates

Aircraft
identification
plates
required

23. (1) A person shall not operate a State aircraft unless there are two aircraft identification plates attached to the State aircraft.

(2) Except as otherwise authorized by the Authority, one aircraft identification plate shall be attached onto the aircraft in the manner set out in the standards of the State of Manufacture of the aircraft and shall provide the following information:

- (a) name of the manufacturer;
- (b) model designation of the manufacturer as described in the type certificate or equivalent document;
- (c) type certificate number or equivalent designation; and
- (d) aircraft serial number.

(3) One aircraft identification plate shall be secured to the aircraft in a prominent position near the main entrance, or in the case of an unmanned free balloon other than that specified under regulation 3(2)(e), affixed conspicuously to the exterior of the payload and shall provide the following information:

- (a) nationality and registration markings; and
- (b) name and address of the registered owner.

(4) The information specified under subregulations (2) and (3) shall be permanently etched, engraved or stamped on the aircraft identification plates.

(5) The aircraft identification plates specified in this regulation shall be made of fireproof metal or other fireproof material of suitable physical properties.

***Removal, replacement and attachment of identification plates
and alteration of information***

Removal,
replacement
and
attachment
of,
or
alteration of,
information
on aircraft
identification
plates

24. (1) Except as specified in this regulation, a person shall not—

- (a) remove or replace an aircraft identification plate;
- (b) alter the information on an aircraft identification plate; or
- (c) attach to a State aircraft, an unauthorized aircraft identification plate.

(2) Notwithstanding subregulation (1)(a) a person may, without authorization from the Authority, remove an aircraft identification plate from a State aircraft for the purpose of performing work on the aircraft.

(3) Where an aircraft identification plate is removed under subregulation (2), it shall be re-attached immediately after the work is completed in accordance with regulation 23.

(4) Where the operator of a State aircraft modifies such State aircraft that results in a change in the model designation as specified by the approved aircraft data, the operator shall submit an application to change the aircraft identification plate in writing to the Authority, supported by justification for the request and evidence that establishes the identity of the aircraft.

(5) Where the Director General is satisfied that an application under subregulation (4) meets the requirements of these Regulations, the Director General shall recommend that the Authority issue a written authorization to the operator to install a new aircraft identification plate with the information specified in subregulation (7).

(6) Upon receipt of an authorization to install a new aircraft identification plate on a State aircraft under subregulation (5), the operator shall attach the aircraft identification plate with the information specified in subregulation (7), to the aircraft, as near as possible to the location of the original aircraft identification plate before the next flight.

(7) The following information shall be permanently etched, engraved or stamped on the new aircraft identification plate specified in subregulation (4):

- (a) name of the manufacturer;
- (b) the new model designation described in the supplemental type certificate or equivalent document;
- (c) the supplemental type certificate number or equivalent designation; and
- (d) the State aircraft serial number.

(8) Where the operator of a State aircraft wishes to alter the information on the aircraft identification plate specified under regulation 23(3), the operator shall submit an application to change the aircraft identification plate in writing, to the Authority, supported by justification for the request and evidence that establishes the identity of the aircraft.

(9) Where the Director General is satisfied that an application under subregulation (8) meets all the requirements of this regulation, he shall recommend the Authority issue a written authorization to the operator to install a new aircraft identification plate with the new information.

(10) Upon receipt of an authorization to install a new aircraft identification plate on a State aircraft under subregulation (9), the operator shall attach such aircraft identification plate with the new information to the aircraft as near as possible to the location of the original aircraft identification plate before the next flight.

Made by the Civil Aviation Authority this 26th day of June, 2015.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Finance and the Economy this
1st day of July, 2015.

V. BHARATH
*Acting Minister of Finance
and the Economy*