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MCAR-47 Aircraft Nationality and Registration Marks

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**Maldives Civil Aviation Authority
Republic of Maldives**

Maldivian Civil Aviation Regulations

MCAR-47 Aircraft Nationality and Registration Marks

Issue 3.00, 1 September 2024

Foreword

Maldives Civil Aviation Authority, in exercise of the powers conferred on it under Article 5 and 6 of the Maldives Civil Aviation Authority Act 2/2012 has adopted this Regulation.

This Regulation shall be cited as MCAR-47 Aircraft Nationality and Registration Marks and shall come into force on 1 September 2024.

Definitions of the terms and abbreviations used in this regulation, unless the context requires otherwise, are in MCAR-1 Definitions and Abbreviations.

Existing aviation requirements in the field of airworthiness as listed in MCAR-47 Aircraft Nationality and Registration Marks dated 31 December 2013 will be repealed as from 1 September 2024.

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Section A — TECHNICAL REQUIREMENTS

MCAR-47.01 Effectivity

This regulation shall enter into force on 1 September 2024.

MCAR-47.05 Scope

- (a) This regulation specifies the requirements governing:
1. the registration of aircraft in the Republic of Maldives; and
 2. the allocation of nationality and registration marks for Maldivian registered aircraft; and
 3. the display of nationality and registration marks on Maldivian registered aircraft.
- (b) This regulation shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

MCAR-47.10 Nationality of aircraft

- (a) An aircraft registered under this regulation has Maldivian nationality.
- (b) An aircraft registered in a State has the nationality of that State.
- (c) An aircraft registered under a joint registration plan or an international registration plan, to the extent set out in the Resolution on Nationality and Registration of Aircraft Operated by International and Operating Agencies adopted by the ICAO on 14th December 1966, shall be deemed to have the nationality of each of the Contracting States that constitute the international operating agency by which the aircraft is operated.

MCAR-47.15 Aircraft to be registered

- (a) An aircraft shall not fly in the Maldives unless it is registered:
1. under this regulation;
 2. in a Contracting State;
 3. in some other State with which the Maldives has an agreement making provision for the flight in the Maldives of aircraft registered in that State; or
 4. in accordance with MCAR-47.10(c).
- (b) CAA may where special cause exists exempt subject to such conditions as CAA thinks fit an aircraft from the provisions of paragraph (a).
- (c) The provisions of the regulations apply to an aircraft which flies in the Maldives in violation of paragraph (a) as if the aircraft is registered in the Maldives.

MCAR-47.20 Register of aircraft

- (a) CAA shall be the authority for registration of aircraft in the Republic of Maldives and shall maintain a

current register showing for each aircraft registered, the information recorded in the certificate of registration. The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

(b) The register of aircraft shall be available on the official website of CAA for public inspection.

MCAR-47.25 Aircraft not to be registered

An aircraft shall not be registered or continue to be registered in the Maldives if it appears to CAA that:

- (a) it is registered outside the Maldives and the registration does not cease by operation of law upon the aircraft being registered in the Maldives; or
- (b) an unqualified person owns or has a share in the aircraft; or
- (c) it would not be in the public interest for the aircraft to be or continue to be registered in the Maldives.

MCAR-47.30 Persons qualified to have aircraft registered

(a) The following persons shall be qualified to hold a legal interest by way of ownership, or a share, in an aircraft registered in the Maldives:-

1. the Government of the Maldives;
2. citizens of the Maldives;
3. bodies incorporated in the Maldives;
4. a person resident in or carrying on business in the Maldives who is not a citizen of the Maldives,
or
5. a body incorporated elsewhere than in the Maldives and carrying on business in the Maldives.

(b) If an aircraft is leased to a qualified person, CAA may (whether or not an unqualified person is the owner of the aircraft), register the aircraft in the name of the lessee if CAA is satisfied that the aircraft may otherwise be properly so registered, and subject to the provisions of this regulation the aircraft may remain so registered during the continuance of the lease.

MCAR-47.35 Application for registration

Application for registration shall be made in writing to CAA in such a form and manner prescribed by CAA.

MCAR-47.40 Certificate of registration

Upon registering an aircraft, CAA shall furnish the registered owner with a certificate of registration. The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Appendix II.

MCAR-47.45 Change in condition, title or status of registered aircraft

- (a) Any person who is the registered owner of an aircraft registered under this regulation shall immediately inform CAA in writing of:-
1. any change in the particulars furnished to CAA when application was made for registration;
 2. the destruction of the aircraft or its permanent withdrawal from use;
 3. in the case of an aircraft registered in pursuance of regulation MCAR-47.30(b), the termination of the lease.
- (b) Any person who becomes the owner of an aircraft registered under this regulation shall within 28 days inform CAA in writing of this.
- (c) Subject to regulation MCAR-47.30(b), if at any time after an aircraft is registered under this regulation an unqualified person becomes owner of an aircraft or a share therein, the registration shall become void and the certificate of registration shall be returned by the registered owner to CAA.

MCAR-47.50 Amendment of the register

- (a) CAA may when it considers it necessary for the purposes of this regulation to do so, amend the register or cancel the registration of any aircraft.
- (b) Any person who wishes to record an irrevocable de-registration and export request authorization (IDERA) against a registered aircraft shall make an application on CAA Form CA50.

MCAR-47.55 Nationality and registration marks

- (a) An aircraft (other than one permitted by or under these regulations to fly without being registered) shall not fly unless it bears painted on or permanently affixed in the manner required by the law/regulation of the country in which it is registered, the nationality and registration marks required by that law/regulation.
- (b) The nationality mark of Maldives shall be 8Q, so styled, and the registration marks shall comprise three capital letters in Roman characters assigned to the aircraft by CAA. The letters shall be without ornamentation and a hyphen shall be placed between the nationality and registration marks. When letters are issued for the registration mark, the combinations which might get confused with 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, shall not be issued.
- (c) The location, measurements and type of characters of the nationality and registration marks shall be in accordance with Appendix I.
- (d) Nationality and registration marks of an aircraft shall always be kept clean and visible.
- (e) An aircraft shall not bear any marks which purport to indicate:
1. that the aircraft is registered in a country in which it is not in fact registered; or

2. that the aircraft is a state aircraft of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has sanctioned the bearing of such marks.

MCAR-47.60 Identification plate

- (a) An aircraft shall carry an identification plate inscribed with the following information:
 1. the nationality and registration mark;
 2. name and address of the registered owner;
 3. aircraft manufacturer's name;
 4. aircraft model;
 5. aircraft serial number;
 6. type certificate number (if any);
 7. production certificate number (if any).
- (b) The plate shall be made of fireproof metal or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.
- (c) In case of a remotely piloted aircraft, the identification plate shall be secured in a prominent position near the main entrance or compartment or affixed conspicuously by the exterior of the aircraft if there is no main entrance or compartment.

MCAR-47.65 Deregistration

- (a) An aircraft remains registered until –
 1. the holder of a certificate of registration requests the CAA to revoke the certificate for the aircraft and the CAA revokes the certificate; or
 2. the CAA is satisfied that –
 - i. the aircraft is destroyed, lost, or stolen; or
 - ii. the aircraft is permanently withdrawn from use; or
 - iii. a person lawfully entitled to possession of the aircraft for 28 days or longer has applied to register the aircraft in another country; or
 - iv. the aircraft is registered in a country other than the Republic of Maldives,and the CAA revokes the certificate of registration;
- (b) Despite paragraph (a)(1), the holder of a certificate of registration may not request the CAA to revoke the certificate of registration for the aircraft if the Authority has recorded an IDERA pursuant to 47.50(b).

- (c) The CAA may cancel the registration of an aircraft subject to an IDERA only in pursuance of an application made by a person who is recorded as the authorised party under the IDERA in respect of the aircraft.

APPENDICES TO THE REGULATIONS

Appendix I Nationality and registration marks

1. Location of nationality and registration marks

1.1 Lighter-than-air Aircraft

- 1.1.1 Airships: The marks on airships shall appear either in 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 surface, they shall appear on the horizontal and on the vertical stabilizer; 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.
- 1.1.2 Spherical balloons (other than unmanned free balloons): The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.
- 1.1.3 Non-spherical balloons (other than unmanned free balloons): 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.
- 1.1.4 Lighter than air Aircraft (other than unmanned free balloons): The side marks shall be visible both from the sides and from the ground.
- 1.1.5 Unmanned free balloons: The marks shall appear on the identification plates affixed conspicuously to the exterior of the payload.

1.2 Heavier-than-air aircraft

- 1.2.1 Wings: On heavier-than-air aircraft, 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.
- 1.2.2 Fuselage (or equivalent structure) and vertical tail surfaces: On heavier-than-air aircraft, 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 multivertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.
- 1.2.3 Special cases: If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 1.2.1 and 1.2.2, the marks shall appear in a manner such that the aircraft can be identified readily.

2. Measurements of nationality and registration marks

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

2.1 Lighter-than-air aircraft

- 2.1.1 The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters.
- 2.1.2 The measurements of the marks related to unmanned free balloons shall be determined by CAA, taking into account the size of the payload to which the identification plate is affixed.
- 2.1.3 Special Cases. If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 2.1.1, the measurements of the marks shall be determined by the CAA, taking account of the need for the aircraft to be identified readily.

2.2 Heavier-than-air aircraft

- 2.2.1 Wings: The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimeters. .
- 2.2.2 Fuselage (or equivalent structure) and vertical tail surfaces. 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. The mark on the fuselage shall not interfere with the visible outline of the fuselage (or equivalent structure). The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface.
- 2.2.3 Special cases. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 2.2.1 and 2.2.2, the measurements of the marks shall be determined by the CAA, taking account of the need for the aircraft to be identified readily.

3. Type of characters for the nationality and registration marks

- 3.1 The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.
- 3.2 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.
- 3.3 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.
- 3.4 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.

Appendix II Sample Certificate of Registration



MALDIVES CIVIL AVIATION AUTHORITY
 REPUBLIC OF MALDIVES

بِسْمِ اللّٰهِ الرَّحْمٰنِ الرَّحِیْمِ

Certificate No
 CR-321

CERTIFICATE OF REGISTRATION OF AIRCRAFT

| 1. Nationality and Registration Marks | 2. Manufacturer and Manufacturer's Designation of Aircraft | 3. Aircraft Serial Number | 3b. Mode 'S' Transponder Code |
|---------------------------------------|--|---------------------------|-------------------------------|
| 8Q-CAA | Viking Air (De Havilland) DHC-6-300 | 123 | 012B345C001 |

4a/b. Name & Address of Certificate Holder
 Maldives Civil Aviation Authority
 Ameer Ahmed Magu
 P.O Box XXXX
 Male'
 Republic of Maldives

Basis of registration (Check one)
 Ownership of aircraft Operator of aircraft Other (Specify) _____

5. Owner
 Maldives Civil Aviation Authority, not in its individual capacity, but solely as owner trustee
 Velaanaage, 2nd Floor,
 Ameer Ahmed Magu, Male'
 Republic of Maldives

5b. Mortgagee
 Maldives Civil Aviation Authority, not in its individual capacity, but solely as owner trustee
 Velaanaage, 2nd Floor,
 Ameer Ahmed Magu, Male'
 Republic of Maldives

6. It is hereby certified that the above aircraft has been duly entered on the Civil Aircraft Register of the Republic of Maldives in accordance with the Convention on International Civil Aviation dated 7 December 1944 and the Maldives Civil Aviation Act 2/2001.

| | |
|--|---|
| Date of Original Issue: 11 April 2023 | Signature: For the Authority |
| Date of this Revision: 11 April 2023 | |

NOTE(S):

- *This certificate is not proof of ownership of this aircraft
- *The registration holder must notify Maldives Civil Aviation Authority in writing about the change to the particular recorded on this certificate within 28 days of the change of occurring
- *All Certificates of Registration previously issued in respect of this aircraft are hereby superseded and cancelled

Appendix III Sample Certificate of Deregistration

| | | | |
|--|--|---|---|
|  MALDIVES CIVIL AVIATION AUTHORITY REPUBLIC OF MALDIVES | | Certificate No CR-321 | |
| CERTIFICATE OF DEREGISTRATION OF AIRCRAFT | | | |
| 1. Nationality and Registration Marks 8Q-CAA | 2. Manufacturer and Manufacturer's Designation of Aircraft Viking Air (De Havilland) DHC-6-300 | 3. Aircraft Serial Number 123 | 3b. Mode 'S' Transponder Code 012B345C001 |
| 4a/b. Name & Address of Certificate Holder Maldives Civil Aviation Authority Ameer Ahmed Magu P.O Box XXXX Male' Republic of Maldives Basis of registration (Check one) <input checked="" type="checkbox"/> Ownership of aircraft <input type="checkbox"/> Operator of aircraft <input type="checkbox"/> Other (Specify) _____ | | | |
| 5. Owner Maldives Civil Aviation Authority, but solely as owner trustee Velaanaage, 2nd Floor, Ameer Ahmed Magu, Male' Republic of Maldives | | | |
| 5b. Mortgagee Maldives Civil Aviation Authority, not in its individual capacity, but solely as owner trustee Velaanaage, 2nd Floor, Ameer Ahmed Magu, Male' Republic of Maldives | | | |
| 6. It is hereby certified that the above aircraft has been removed from the Civil Aircraft Register of the Republic of Maldives in accordance with the Convention on International Civil Aviation dated 7 December 1944 and the Maldives Civil Aviation Act 2/2001. | | | |
| 6a. Reason(s) for Deregistration | | | |
| Date of Original Issue: 11 April 2023 Date of this Revision: 11 April 2023 | | Signature: For the Authority | |

NOTE(S):

*This certificate is not proof of ownership of this aircraft