



**CIVIL AVIATION DEPARTMENT
MALDIVES**

**NOTICE OF PROPOSED RULE MAKING
NPRM NO: 2007-04**

15 November 2007

**MCAR-47
Aircraft Nationality and Registration Marks**

CONTENTS

1. Purpose of this NPRM	3
2. Background to the Proposal	3
3. Key Stakeholders	3
4. Submissions on the NPRM	3
4.1 Submissions are invited	3
4.2 How to make a submission	3
4.3 Final date for submissions	4
4.4 Availability of the NPRM	4
4.5 Further information	4
5. Proposed Rule Amendments	4
5.1 Changes to Civil Aviation Regulations	4
5.2 Changes to Maldivian Civil Aviation Regulations	5
5.3 Changes to Maldivian Airworthiness Requirements	5
Appendix 1: NPRM Submission Form	

1. Purpose of this NPRM

The purpose of this NPRM is to consult the industry before issuing “MCAR-47 Aircraft Nationality and Registration Marks”.

2. Background to the Proposal

CAD is in the process of making significant changes to the existing regulatory structure and this NPRM has been issued as part of this process. For more details, please refer to NPRM No: 2007-01.

MCAR-47 will replace “CAR Part 4 Aircraft Nationality and Registration Marks” and “MAR B-04 Standards for Aircraft Nationality and Registration Marks”. MCAR-47 is based on CAR Part 4 and MAR B-04, and does not contain any new requirements.

MCAR-47 specifies the requirements governing:

- registration of aircraft in the Maldives
- allocation of nationality and registration marks for Maldivian registered aircraft
- display of marks on Maldivian registered aircraft

As per MCAR-47.01, MCAR-47 will become effective on 1 December 2007.

3. Key Stakeholders

The following are identified by the CAD as key stakeholders in the proposed amendments to regulations contained in this NPRM:

- Island Aviation Services Limited
- Maldivian Air Taxi Pvt Ltd
- Trans Maldivian Airways Pvt Ltd

4. Submissions on the NPRM

4.1 Submissions are invited

Interested persons are invited to participate in the making of the proposed rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rule making is taken.

4.2 How to make a submission

Comments on this proposal may be forwarded (*preferably by e-mail*), using the NPRM Submission Form given in Appendix 1. The NPRM Submission Form is also available on the CAD website www.aviainfo.gov.mv.

Submissions may be sent by the following methods:

by mail: Civil Aviation Department
 7th Floor, P.A Complex
 Hilaalee Magu, Male’ 20307

Republic of Maldives

fax: + 960 3323039

e-mail: safety@aviainfo.gov.mv

4.3 Final date for submissions

Comments must be received before 30 November 2007.

4.4 Availability of the NPRM

Any person may obtain a copy of this NPRM from

CAD website: www.aviainfo.gov.mv

or from:

Civil Aviation Department
7th Floor, P.A Complex
Hilaalee Magu, Male' 20307
Republic of Maldives

4.5 Further Information

For further information contact the Regulation Project Coordinator:

Ibrahim Iyas
Airworthiness Engineer
Civil Aviation Department
7th Floor, P.A Complex
Hilaalee Magu, Male' 20307
Republic of Maldives

Tel: + 960 3324988

Mob: + 960 7791275

e-mail: safety@aviainfo.gov.mv

5 Proposed Rule Amendments

The text of the amendment is arranged to show deleted text and new text as shown below:

~~Text to be deleted is shown with a line through it.~~

New text to be inserted is highlighted with grey shading

5.1 Changes to Civil Aviation Regulations

CAR PART 4 – AIRCRAFT NATIONALITY AND REGISTRATION MARKS

Paragraphs 4.1 to 4.11 will be deleted.

Aircraft registration, de-registration, allocation and display of aircraft nationality and registration shall be carried out in accordance with the provisions of MCAR-47.

5.2 Changes to Maldivian Civil Aviation Regulations

MCAR-47 will be issued. Draft copy of MCAR-47 is attached.

5.3 Changes to Maldivian Airworthiness Requirements

Contents of MALDIVIAN AIRWORTHINESS REQUIREMENTS

<u>No</u>	<u>Issue</u>	<u>Date</u>	<u>Subject</u>
B-04	02	12 April 2006	Standards for Aircraft Nationality and Registration Marks



Mahmood Razee
EXECUTIVE DIRECTOR

NPRM No:	Title:
Date of your Submission:	Comment Close-Off Date (as specified in NPRM):
Please return this response sheet to the Civil Aviation Department by comment close-off date – by e-mail to safety@aviainfo.gov.mv, by post to CAD, 7th floor P.A Complex, Hilaalee Magu, Male’, or by fax to + 960 3323039	

Please indicate your acceptance or otherwise of the proposal by ticking the appropriate box below. Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

- The proposal is **acceptable without change**.
- The proposal is **acceptable but would be improved if the following changes were made:**

- The proposal is **not acceptable but would be acceptable if the following changes were made:** (Please provide explanatory comment and use additional pages if required)

- The proposal is **not acceptable under any circumstance:** (Explanatory comment must be provided using additional pages if required)

Individual’s Details (complete if your submission is on behalf of yourself)		Organisation’s Details (if your submission is on behalf of the organization you represent)	
Your Name:		Organisation:	
Address:		Address:	
Phone:	Fax:	Phone:	Fax:
E-mail:		E-mail:	
Mobile:		Your Name and Position:	
Signature:		Signature:	



CIVIL AVIATION DEPARTMENT
Republic of Maldives

DRAFT

MALDIVIAN
CIVIL AVIATION REGULATIONS

MCAR-47
Aircraft Nationality and Registration Marks

I. LIST OF AMENDMENTS

Amendment No.:	Section and Page No.:	Issue date:	Date Inserted:	Inserted By:	Date Removed:	Removed By:
Initial Issue	All	01-12-07	01-12-07	CAD		

II. LIST OF EFFECTIVE PAGES

Section	Page	Amendment No.	Date
List of Amendments	LOA-1	Initial Issue	01 December 2007
List of Effective Pages	LEP-1	Initial Issue	01 December 2007
Table of Contents	TOC-1	Initial Issue	01 December 2007
Regulation	1-1	Initial Issue	01 December 2007
	1-2	Initial Issue	01 December 2007
	1-3	Initial Issue	01 December 2007
	1-4	Initial Issue	01 December 2007
	1-5	Initial Issue	01 December 2007
	1-6	Initial Issue	01 December 2007
	1-7	Initial Issue	01 December 2007

III. TABLE OF CONTENTS

I. LIST OF AMENDMENTS

II. LIST OF EFFECTIVE PAGES

III. TABLE OF CONTENTS

47.01	Effectivity
47.05	Scope
47.10	Nationality of aircraft
47.15	Aircraft to be registered
47.20	Register of aircraft
47.25	Aircraft not to be registered
47.30	Persons qualified to have aircraft registered
47.35	Application for registration
47.40	Certificate of registration
47.45	Change in condition, title or status of registered aircraft
47.50	Amendment of the register
47.55	Nationality and registration marks
47.60	Identification plate

Appendix 1

- 1 Location of nationality and registration marks**
- 2 Measurements of nationality and registration marks**
- 3 Type of characters for the nationality and registration marks**

Appendix 2 Sample Certificate of Registration

MCAR-47.01 Effectivity

This regulation shall enter into force on 1 December 2007.

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) CAD may where special cause exists exempt subject to such conditions as CAD 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) CAD 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 official website of CAD 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 CAD 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 Republic:-
 - 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, CAD may (whether or not an unqualified person is the owner of the aircraft), register the aircraft in the name of the lessee if CAD 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 CAD in such a form and manner prescribed by CAD.

MCAR-47.40 Certificate of registration

Upon registering an aircraft, CAD 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 2.

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 CAD in writing of:-
1. any change in the particulars furnished to CAD 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 CAD 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 CAD.

MCAR-47.50 Amendment of the register

CAD 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.

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 CAD. 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 1.
- (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.

For the Civil Aviation Department

Mahmood Razee
EXECUTIVE DIRECTOR

Appendix 1

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 CAD, taking into account the size of the payload to which the identification plate is affixed.

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. However, where owing to the construction of the aircraft, the registered owner brings to the attention of CAD and if CAD is of the opinion that a height of 30 centimetres is not practicable, the height shall be the greatest height reasonably practicable in the circumstance, being not less than 15 centimetres.

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 such that the aircraft can 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 2

Sample Certificate of Registration

بِسْمِ اللّٰهِ الرَّحْمٰنِ الرَّحِیْمِ



CIVIL AVIATION DEPARTMENT

Ministry of Tourism and Civil Aviation
Republic of Maldives

CERTIFICATE OF REGISTRATION OF AIRCRAFT

CERTIFICATE NUMBER:		
1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial No
4. Name and Address of Registered Owner This aircraft is owned by:		
5. 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 Issue:	Signature:	
NOTE: The person in whose name an aircraft is registered may not be the legal owner.		