

# **CAR-47**

## **Civil Aviation Regulation**

# **Aircraft Registration, Registration Markings and Aircraft Deregistration**

**Effective: 1<sup>st</sup> November 2022**

**Approved by: HE Eng. Naif Ali Hamed Al Abri  
(President CAA)**

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## **FOREWORD**

- (a) The Civil Aviation Requirements for Aircraft Registration, Registration Markings and Aircraft Deregistration have been issued by the Civil Aviation Authority of the Sultanate of Oman (hereinafter called the AUTHORITY) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- (b) This CAR-47 prescribes the requirements for Aircraft Registration, Registration Markings and Aircraft Deregistration.
- (c) CAR-47 is mainly based on the requirements contained in ICAO Annex 7.
- (d) This CAR 47 shall be effective after the approval by the Authority of the Sultanate of Oman.
- (e) The editing practices used in this document are as follows:
  - (1) 'Shall' is used to indicate a mandatory requirement
  - (2) 'Should' is used to indicate a recommendation
  - (3) 'May' is used to indicate discretion by the Authority, or the industry as appropriate.
  - (4) 'Will' indicates a mandatory requirement and is used to advise of action incumbent on the Authority.
- (f) This CAR 47 will be effective and to proceed the previous CAR 47 from the date of the signature of this regulation.

***Note: The use of the male gender implies the female gender and vice versa.***

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## **Articles**

### **Article 1: Objectives**

1. This Regulation establishes measures for ensuring the application of the standards and requirements for aircraft registration; the measures being mandatory in pursuance to the enabling Law, for the time being in force.
2. The provisions of this Regulation shall apply only to Omani civil aircraft of the Sultanate of Oman.
3. The provision of this Regulation shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without payload.
4. All Omani Aircraft must hold a Type Certificate acceptable to the Authority in accordance to CAR-21.

### **Article 2: Definition**

Definitions of Annex 7 as amended to the Convention on International Civil Aviation of 1944 shall be the same terms and meanings used in this Regulation and they are fully reflected in CAR-1.

### **Article 3: Amendment and revision**

1. Revision may be made by the Authority to the technical requirements contained in this Regulation resulting from any future International Standards changes in the airworthiness related Annexes of ICAO that the Authority may adopt.
2. When such revision is made, the Authority shall ensure that the aeronautical industry shall be made aware of such revision in accordance with the Civil Aviation Regulation Change Procedures or process that the Authority may establish.
3. The Authority may amend, revise, supersede, revoke or cancel this Regulation in accordance to CAR-11.

### **Article 4. Certificate of registration and Deregistration requirements**

1. All Certificates of aircraft registration and deregistration are issued only in English language.
2. Each aircraft registered in Oman shall carry on board the certificate of registration.
3. The applicant for registration and Deregistration shall make all available facilities, documents and inspection procedures at the expense of the applicant including all arrangements necessary for accomplishing the intended task such as below:
  - Government duty travel allowance\*
  - Inspector duty travel allowance\*
  - Business tickets
  - Hotel reservation
  - Visa fees - if required
  - Travel insurance – if required.
  - Medical test- if required.

\*Determined by ministry of labor and it varies based on inspector contractual

### **Article 5. Repeals**

The below list of regulation(s) shall be repealed from the time this regulation enters into force:

- CAN 1-03
- CAN 1-04
- Any other requirements in the current Regulations that are contrary to this regulation.

### **Article 6. Entry into force**

1. This Regulation shall enter into force on the day following that of its publication on the official website of the CAA.
2. This Regulation shall be binding in its entirety and directly applicable in all related Parties.

## **SUBPART A - GENERAL**

### **CAR 47.1 Scope**

This Subpart establishes the general provisions for aircraft registration in the Sultanate of Oman.

### **CAR 47.2 Eligibility and Registration Required**

#### **A. Eligibility**

1. An aircraft shall be eligible for registration if,
  - (a) it is Owned by
    - (i) The Government of the Sultanate of Oman; or
    - (ii) The citizen of the Sultanate of Oman;
    - (iii) The Omani incorporated body or company;
    - (iv) An individual citizen of foreign country who has lawfully been admitted for residence in the Sultanate of Oman;
    - (v) Incorporated body in foreign country;
  - (b) If an aircraft is owned by a body incorporated in a foreign country or Citizen of foreign country and leased to a National, or a Omani incorporated in the Sultanate of Oman, or the Government, the Authority may register the aircraft in the name of the owner, upon being satisfied that the lease agreement is acceptable in accordance with paragraph d ; the aircraft is not registered under the laws of any foreign country; and it is of a type eligible for an issue of certificate of airworthiness, and subject to the provisions of this regulation, the aircraft may remain so registered during the continuation of the lease agreement.
  - (c) it is,
    - (i) not registered under the laws of any foreign country; and
    - (ii) of a type eligible for an issue of certificate of airworthiness.
  - (d) For the purpose of paragraph (b), an aircraft lease agreement may be accepted by the Authority, if it determines that the continuing airworthiness requirements of the aircraft are ensured under the terms and conditions of the lease agreement. The lease agreement shall ensure that:
    - (i) The lessor and the lessee are properly identified;
    - (ii) The aircraft subject to the lease agreement is identified by aircraft make, model and manufacturer's serial number;
    - (iii) The effective dates of the lease are properly identified;
    - (iv) The person having operational control is the lessee;
    - (v) The Sultanate of Oman is identified as the State of Registry;
    - (vi) The aircraft will be maintained and the responsibilities for the accomplishment of maintenance and for keeping the aircraft maintenance records are in accordance with the Sultanate of Oman regulations on continuing airworthiness; and

2. No person may operate an aircraft that is eligible for registration unless the aircraft has been registered;

#### **B. Registration Required**

An aircraft shall not fly in or over the Sultanate of Oman unless it is registered in:

- (1) The Sultanate of Oman; or
- (2) A Contracting State to the ICAO; or
- (3) some other countries in relation to which there is in force agreement between the Government of the Sultanate of Oman and the Government of that country which makes provisions for the flight over the Sultanate of Oman of aircraft registered in that country;

#### **CAR 47.3                      Applicant**

1. A person who wishes to register an aircraft in the Sultanate of Oman must submit an application established by the Authority for aircraft registration under this CAR.
2. An aircraft may be registered only by and in the legal name of its owner.
3. The registration under this CAR is not evidence of ownership of aircraft in any proceeding in which ownership by a particular person is in issue. The Authority does not issue any certificate of ownership. The Authority issues a Certificate of Registration to the person who appears to be the owner on the basis of the evidence of ownership submitted pursuant to CAR-47.4 with the application for aircraft registration, or recorded in the national civil aircraft register.

#### **CAR 47.4                      Evidence of Ownership**

1. Each person or body that submits an application for aircraft registration under this CAR must provide such particulars and evidences of the ownership or leasing thereof.

Example of evidence of ownership is as following:

- (a) A copy of passport or equivalent national identification document; or
- (b) A copy of the certificate of incorporation or partnership;

If the owner is a body incorporated in a foreign country and the lessor of an aircraft lease agreement which is acceptable to the Authority, a true copy of its foreign certificate of incorporation; and

2. A copy of the Aircraft Bill of Sale; and
3. Where applicable, a certified true copy of signed:
  - (a) Aircraft lease agreement document;
  - (b) Mortgage document; and
  - (c) Aircraft delivery certificate (if any);

**CAR 47.5 Signatures and Instruments Made by Representatives**

1. Each signature on an application for aircraft registration, or request of cancellation of a certificate of registration, or a document submitted as supporting evidence under this CAR, must be in ink.
2. When one or more persons doing business under a trade name submits an application for aircraft registration or a request for cancellation of a certificate of registration, the application or request must be signed by, or in behalf of each person who shares title to the aircraft.
3. When an agent submits an application for aircraft registration or a request for cancellation of a certificate of registration in behalf of the owner, he must:
  - (a) State the name of the owner on the application or request;
  - (b) Sign as agent or attorney-in-fact on the application or request; and
  - (c) Submit a signed power of attorney, or true copy thereof with the application or request.
4. When a corporation submits an application for aircraft registration or a request for cancellation of a certificate of registration, whether it is the owner of the aircraft or in the case of aircraft which is a subject of a lease agreement, it is acting for and in behalf of the lessee, it must:
  - (a) Have an authorized person to sign the application or request;
  - (b) Show the title of the signer's office on the application or request; and Submit a copy of the authorization from the board of directors to sign for the corporation, certified as true by a corporate officer or other person in a management position therein, with the application or request, unless the signer is a corporate officer or other person in a managerial position in the corporation and the title of his office is stated in connection with his signature;
5. A power of attorney or other evidence of a person's authority to sign for another, submitted under this CAR, is valid for the purposes of this CAR, unless sooner revoked, until:
  - (a) Its expiration date stated therein; or
  - (b) If an expiration date is not stated therein, for not more than 3 years after the date:
    - (i) It is signed; or
    - (ii) The grantor (a corporate officer or other person in a management position therein, where the grantor is a corporation) certifies in writing that the authority to sign shown by the power of attorney or other evidence is still in effect.

**CAR 47.6 Assignment of Registration Marks**

1. Aircraft not previously registered anywhere:

The applicant must obtain the Sultanate of Oman registration mark from the Authority by request in writing describing the aircraft by make, type, series, and serial number, and stating that the aircraft has not previously been registered anywhere. If the aircraft was bought into the Sultanate of Oman from a foreign country, the applicant must submit evidence that the aircraft has never been registered in a foreign country.
2. Aircraft last previously registered in the Sultanate of Oman:

Unless the applicant applies for a different registration mark, the applicant must indicate the Sultanate of Oman registration mark that is already assigned to the aircraft on his application and the supporting evidence.

3. Aircraft last previously registered in or imported from a foreign country:

Whether or not the foreign registration has ended, the applicant must obtain a Sultanate of Oman registration mark from the Authority for an aircraft last previously registered in a foreign country, by request in writing describing the aircraft by make, type, series and serial number, accompanied by:

- (a) Evidence of termination of foreign registration or non-registration, in the case of newly manufactured aircraft.
- (b) If foreign registration has not ended, the applicant's written confirmation that the Sultanate of Oman registration mark will not be placed on the aircraft until foreign registration has ended.

4. Any unassigned Omani identification mark may be assigned as a special identification mark. An applicant who wants a special identification mark or wants to change the identification mark of his aircraft may apply for it to the Authority. The fee required must accompany the application.

### **CAR 47.7 Fees**

The applicant shall bear all the cost in accordance to relevant CAA schedule fees for purpose of registration or de-registration.

### **CAR 47.8 National Civil Aircraft Register**

1. Each aircraft issued with a certificate of registration pursuant to the Civil Aviation law and under this CAR must be recorded in National Civil Register which shall be kept updated and maintained by the Authority with the following particulars:
  - (a) The number of the certificate issued to it;
  - (b) The nationality mark of the aircraft and the registration mark assigned to it by the Authority;
  - (c) The name of the manufacturer of the aircraft and its designation;
  - (d) The serial number of the aircraft; and
  - (e) The name and address of the owner; and meteorological pilot balloons
  - (f) If the aircraft is the subject of a lease agreement accepted by the Authority, the name and address of the lessor and lessee operator.
2. The Authority shall establish and maintain a National Civil Aircraft Registry and shall keep it up to date showing for each aircraft it registered, the information recorded in the certificate of registration.
3. 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.

## CAR 47.9 Table of General Classification of Aircraft

1. Aircraft shall be classified in accordance with Table 1.
2. An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
3. Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

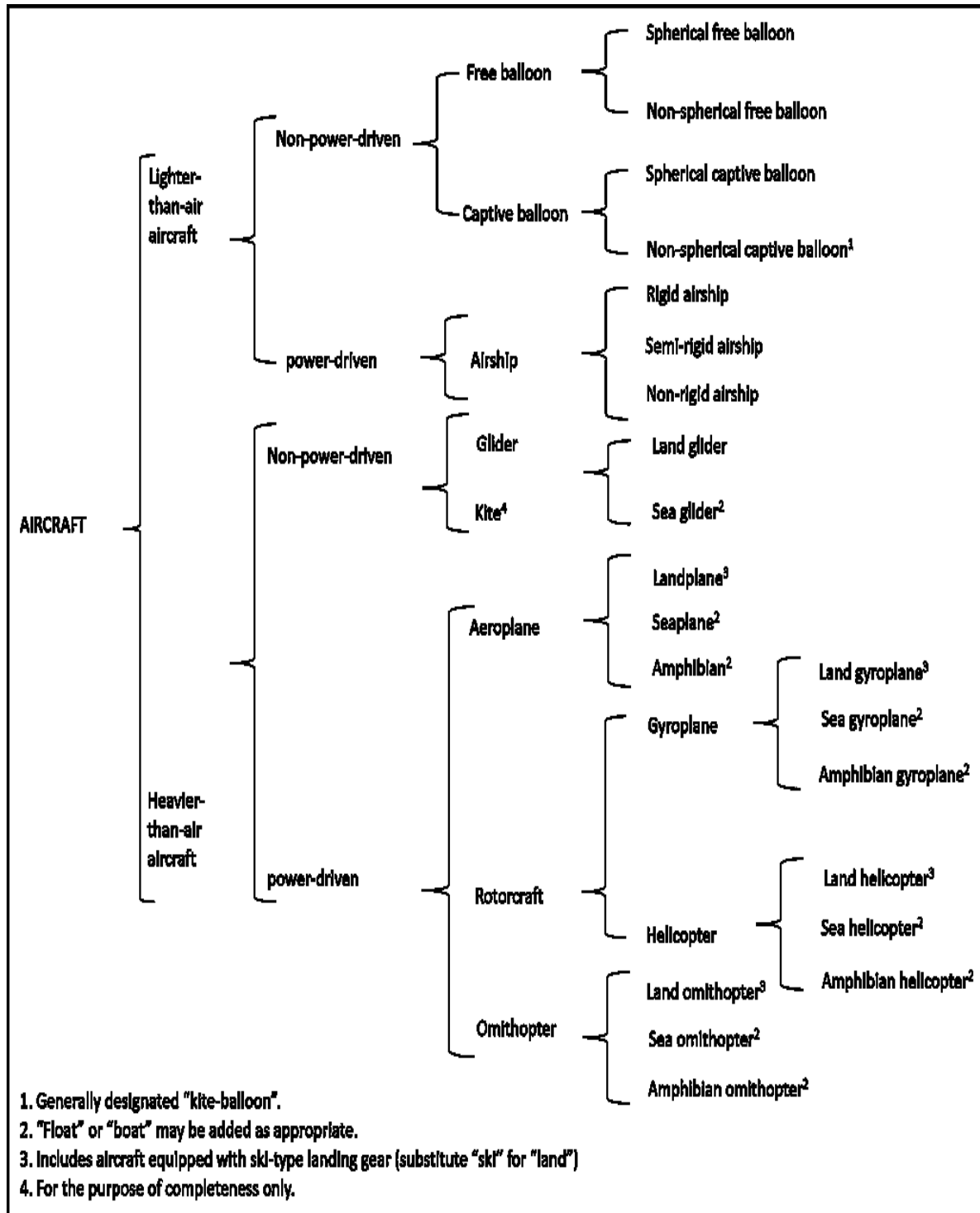


Table 1 Classification of aircraft

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## **SUBPART B — CERTIFICATES OF REGISTRATION**

### **CAR 47.10 Scope**

This Subpart establishes the requirements for the issue of certificates of registration.

### **CAR 47.11 Application**

Each applicant for a certificate of registration shall submit the following to the Authority:

1. A completed and signed application form established by the Authority;
2. Evidence of ownership required under CAR-47.4;
3. If the aircraft has an IDERA lodged against, all record shall be provided to the Authority.
4. Such particulars relating to the aircraft to include but not limited to:
  - (a) The proper description of the aircraft according to the 'General Classification of Aircraft' set forth in CAR-47.9;
  - (b) A copy of the aircraft type certificate and associated type certificate data sheet;
  - (c) The deregistration confirmation by the official having jurisdiction over national aircraft registry of the foreign country where the aircraft was last previously registered or the non-registration confirmation by the competent authority of the State of Design, stating the date and time of the removal of the aircraft from its civil aircraft register and the recorded liens against the aircraft, if any;
  - (d) If the aircraft is imported from a foreign country, a copy of the foreign export certificate of airworthiness or equivalent document; and

### **CAR 47.12 Effective Date of Registration**

An aircraft shall be registered after satisfactory compliance with relevant requirement. The Certificate of Registration is effective from the date of signature by the Authority.

### **CAR 47.13 Suspension or revocation and Return of Certificate**

1. Each certificate of registration issued by the Authority under this regulation is effective, unless suspended or revoked as following:
  - (a) any change in the contents of aircraft registration certificate
  - (b) The owner, if a person residing or having a place of business in the Sultanate of Oman, losses his residence permit or equivalent residence approval issued by the relevant authority;
  - (c) The application for the renewal of the Certificate of Airworthiness has not been submitted for three consecutive years.
2. If the registration of an aircraft is revoked under paragraph (1), the holder of the certificate of registration shall return it as soon as possible to the Authority.

#### **CAR 47.14 Invalid Registration**

1. The registration of an aircraft is invalid if, at the time it is made:
  - (a) The aircraft is registered in a foreign country;
  - (b) Ownership of the aircraft is transferred; or
  - (c) The applicant is not eligible to submit an application under this CAR; or
  - (d) The aircraft is totally destroyed or scrapped;
2. If the registration of an aircraft is invalid under paragraph (1) of this section, the holder of the invalid certificate of registration shall return it as soon as possible to the Authority.

#### **CAR 47.15 Cancellation of Certificate for Export Purpose**

1. The holder of a certificate of registration who wishes to cancel the certificate of registration for the purpose of export must submit the followings to the Authority:
  - (a) A written request for cancellation of the certificate describing the aircraft by make, type, series, and serial number, stating the Sultanate of Oman registration mark and the country to which the aircraft will be exported; and
  - (b) Evidence satisfactory to the Authority that each holder of a recorded right has been satisfied or has consented to the transfer.
2. The Authority notifies the country to which the aircraft is to be exported of the cancellation by ordinary mail, or by airmail at the owner's request. The owner must arrange and pay for the transmission of this notice by means other than ordinary mail or airmail.

#### **CAR 47.16 Replacement of Certificate**

1. If the certificate of registration is lost, stolen, or mutilated, the holder of the certificate of registration may apply to the Authority for a duplicate certificate, accompanying his application with the fee required by CAR-47.7.
2. In case the Certificate of registration is lost, stolen or mutilated, immediately a Certified True Copy signed by the CAA (attested copy) to be kept on board until re-issue of the Certificate of Registration. issue a temporary certificate of registration.

#### **CAR 47.17 Responsibility of the applicant/Holder**

1. The applicant shall grant access to CAA for review relevant documentation and physical inspection of aircraft in accordance to this regulation prior issuance of Registration Certificate.
2. The holder of the certificate of registration shall retain and maintain the relevant record associated with the aircraft registration whilst the aircraft remain in the national civil aircraft.
3. The holder of the certificate of registration, or in the case of an aircraft which is subject to a lease agreement accepted by the Authority, the holder shall ensure that the certificate of registration is carried on board the aircraft at all times and shall not be mutilated, disfigured or defaced by any person.
4. In all cases, the holder shall ensure compliance with the provisions of this regulation

## **SUBPART C – DEREGISTRATION**

### **CAR 47.18 Scope**

The certificate of deregistration, in wording and arrangement, shall be a replica of the certificate in Appendix 2.

### **CAR 47.19 Deregistration Prior to Exporting Aircraft**

1. The owner of aircraft shall submit the following for deregistration:
  - (a) An application for issue of an Aircraft Deregistration Certificate
  - (b) Confirmation of the removal of the following:
    - i. Aircraft Identification plate
    - ii. All Oman Nationality and Registration Markings
  - (c) Confirmation of reprogramming the following:
    - i. Emergency Locator Transmitters (ELT) 15 Hexadecimal (Hex ID)
    - ii. Mode S 24-bit address (6- Hexadecimal Code)
  - (d) If the aircraft has an IDERA lodged against, the IDERA must be removed first.
  - (e) All relevant documents and approval issued by CAA shall be updated as soon as possible.

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## SUBPART D – NATIONALITY AND REGISTRATION MARKS

### CAR 47.20 Scope

This Subpart establishes the standards of nationality and registration marks for aircraft.

### CAR 47.21 Nationality and Registration Marks Required

1. The nationality and registration marks shall painted or affixed in the manner specified by CAA.
2. The marks to be borne by an aircraft registered in the Sultanate of Oman shall comply with the provisions of CAR-47 SUBPART D.
3. An aircraft shall not bear any marks which purport to indicate that aircraft is registered in a country in which it is not in fact registered;

The Markings interlap and cause confusion to recognize its intended Character/number

### CAR 47.22 Reservation of Registration Mark and applying for Mode S 24-bit address

1. The Authority shall reserve aircraft registration mark and Mode S 24-bit address upon being satisfied that application for such reservation meets all the Authority requirements. The reserved registration mark and Mode S 24-bit address cannot be used unless the aircraft is registered in the Aircraft Register of the Sultanate of Oman being granted with a Certificate of Registration.
2. A Mode S 24-bit address shall not be changed except under exceptional circumstances approved by the Authority. It shall not be changed during flight.
3. A Mode S 24-bit address cannot be reserved for an aircraft unless registration mark is already reserved for that aircraft.
4. The Mode S 24-bit address is cancelled if:
  - (a) The twelve (12) months' reservation period expires without being used, or
  - (b) The aircraft is removed from the National Civil Aircraft Register

**Note:** use CAA application form AWR 021 to obtain Mode S 24-bit address .

### CAR 47.23 Aircraft registered in the Sultanate of Oman

#### 1. Nationality and registration marks

- (a) The nationality and registration marks shall consist of a group of characters without ornamentation. The Sultanate of Oman's nationality mark shall be the capital letter "A" in Roman character followed by Arabic number "4" and capital letter "O" in Roman character to form **(A4O)** as allocated to the Sultanate of Oman by the International Telecommunication Union (ITU) and notified to ICAO. The Nationality mark shall precede the registration mark
- (b) The registration mark of Sultanate of Oman registered aircraft shall:
  - i. be assigned by the Authority; and
  - ii. be a group of two or three capital letters in Roman characters preceded by a hyphen from the nationality mark; and
  - iii. have no combination which might be confused with:

- A. The five-letter combinations used in the International Code of Signals, Part II,
- B. The three-letter combinations beginning with Q used in the Q Code, and
- C. The distress signal SOS, or other similar urgent signals for example XXX, PAN and TTT.

**Note:** *Reference to these codes, see the currently effective International Telecommunications Regulation.*

- (c) The nationality and registration marks shall be:
- displayed to the best advantage, taking into consideration the constructional features of the aircraft.
  - kept clean, unconfused, legible and visible at all the times
  - painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence in the manner specified in this paragraph.
  - displayed to the best possible advantage considering the contrast in color with the background of the color of the aircraft and having regard to the construction or features of the aircraft;
  - formed by solid legible lines and painted on the aircraft or affixed thereto by any other means ensuring a similar degree of permanence; and
  - Their letters and numbers in each separate group of nationality and registration marks shall be of equal height and they, and the hyphen, shall all be of the same single color which shall contrast with the background on which they appear.
  - Unified among all operator's fleet in terms of alphanumeric pattern.

- (d) The aircraft owner is responsible to ensure that the identification plate is affixed on the aircraft. The identification plate shall never be replaced unless any of the particulars engraved on it are changed.

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 1:** *Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organisation.*

**Note 2.** *Nationality marks and national emblems notified by States to ICAO and common marks allocated by ICAO can be found in the List of Aircraft Nationality Marks, National Emblems and Common Marks, which is published on the ICAO public website<sup>1</sup>.*

<sup>1</sup> Website address: <https://www.icao.int/nationalitymarks>

## **2. Position and size of Marks**

- (a) The position and size of marks on heavier than air aircraft shall be as follows:
- i. on the horizontal surfaces of the wings:
    - (aa) On aircraft having a fixed wing surface, the marks shall appear 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 surface of the wing structure. So far as 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 towards the leading edge of the wing;

(bb) the height of the letters and the number shall be:

(aaa) subject to sub-paragraph (bbb): at least fifty (50) centimeters;

(bbb) if the wings are not large enough for the marks to be fifty (50) centimeters in height, marks of the greatest height practicable in the circumstances;

ii. on the fuselage (or equivalent structure) and vertical tail surface:

(aa) the marks shall also appear either:

(aaa) on each side of the fuselage (or equivalent structure) between the wings and the tail surface; or

(bbb) on the upper halves of the vertical tail surfaces on the vertical tail surfaces and the height of the marks shall be at least thirty (30) Centimeters;

(bb) when located on a single vertical tail surface, the marks shall appear on both sides. When located on multi-vertical tail surfaces, the marks shall appear on the outboard sides of the outer-surfaces. Subject to sub-paragraph (dd) and (ee) below, the height of the letters and the number constituting each group of marks shall be at least thirty (30) Centimeters;

(cc) if one of the surfaces authorised for displaying the required marks is large enough for those marks to be thirty (30) centimeters in height and the other is not, marks of thirty (30) centimeters in height shall be placed on the largest authorised surface;

(dd) if either authorised surface is large enough for marks of thirty (30) centimeters in height (whilst complying with sub-paragraph (ee) below), marks of the greatest height practicable in the circumstances shall be displayed on the larger of the two-authorised surfaces;

(ee) the marks on the vertical tail surfaces shall be such as to have a margin of at least centimeters along each side of the vertical tail surfaces;

(ff) on rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the side of the fuselage (or equivalent structure) is less than 30 centimeters, the marks shall also appear on the lower surface of the fuselage as close to the line of symmetry as is practical and shall be placed with the tops of the letters and the number towards the nose. The height of the letters and the number constituting each group of marks shall be:

(aaa) subject to sub-paragraph (bbb), at least fifty (50) centimeters; or

(bbb) if the lower surface of the fuselage is not large enough for the marks to be of 50 centimeters in height, marks of the greatest height practicable in the circumstances;

- iii. wherever in this paragraph marks of the greatest height practicable in the circumstances are required, that height shall be such as is consistent with compliance with paragraph (1)(c) of this Subpart.
- iv. Special cases: If a heavier-than-air aircraft such as Autogyro does not possess parts corresponding to those mentioned in paragraph (a)(i) and (a)(ii), or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined by Authority, taking into account of the need for the aircraft to be readily identified.

(b) The position and size of marks on airships and free balloons shall be as follows:

- i. in the case of airships, the marks 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.
- ii. in the case of free balloons, the marks shall be in two places on diametrically opposite sides of the balloon;
- iii. in the case of both airships and free balloons the side marks shall be so placed as to be visible from the sides and from the ground. The height of the letters and the number shall be at least fifty (50) centimeters.
- iv. Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (b)(iii), the measurements of the marks shall be determined by the Authority, taking into account the need for the aircraft to be readily identified.

### **3. Width, Spacing and Thickness of Marks**

(a) For the purpose of this paragraph:

- i. 'standard letter' shall mean any letter other than the letters "I, M, O and W";
- ii. the width of each standard letter, the number 4 and the length of the hyphen between the nationality mark and the registration mark shall be two thirds of the height of a character;
- iii. the width of the letters "M and W" shall be neither less than two thirds of their height nor more than their height; and
- iv. the width of the letter "I" and the number "1" shall be one sixth of the height of the letter;
- v. the letter "O" shall be either equidistant or the width slightly more than two thirds of their height

(b) The thickness of the lines comprising each letter, the number and hyphen shall be one sixth of the height of the letters and number forming the marks and shall be formed by solid line.



- (c) Each letter, number and hyphen shall be separated from the letter or number or hyphen which it immediately precedes or follows, by a space of not less than one quarter (1/4) of a character width. Each such space shall be equal to every other such space within the marks. A hyphen shall be regarded as a character for this purpose.

#### **CAR 47.24 Identification Plate**

1. All Omani aircraft shall carry an identification plate required to be displayed, etched, stamped, or engraved with the allocated nationality and registration marks and name of registered owner/operator of aircraft.
2. The identification plate shall:
  - (a) be made of fireproof metal or other fireproof material of suitable physical properties; and
  - (b) placed on a surface where it is not likely to be defaced or removed during normal service. Further, it cannot be placed on an inspection plate, removable fairing, or access cover.
  - (c) be secured and riveted to the fuselage structure in a prominent position near the main point of entrance or other place agreed by the authority.
  - (d) In case of leased aircraft, the identification plate shall contain the owner and the operator details either in one plate or two.
    - i. in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
    - ii. in the case of an aeroplane having an empty weight not exceeding 150 kg either in accordance with paragraph (ii) or in a prominent position to the wing; or
    - iii. in the case of any other aircraft in a prominent position on the fuselage, or basket,
    - iv. 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.

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**APPENDIX 1: Certificate of Registration**

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

Register Page No:		Registration No:
<i>CERTIFICATE OF REGISTRATION</i>		
1. Nationality and Registration Mark	2. Manufacturer and Manufacturer's designation of aircraft	3. Aircraft serial No.
<p>4a. Issued to ..... (Name of certificate holder)</p> <p>Basis of registration (check one):</p> <p><input type="checkbox"/> ownership of aircraft</p> <p><input type="checkbox"/> operator of aircraft</p> <p><input type="checkbox"/> Other (explain): .....</p> <p>4b. Address of certificate holder: .....</p> <p>5. Name and contact information of owner, if different from certificate holder :.....</p>		
<p>6. It is hereby certified that the above described aircraft has been duly entered on the National Civil Aircraft Registry of the Sultanate of Oman in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the Civil Aviation Regulation CAR 47.</p>		
<p><b>Signature:</b></p> <p><b>Director General for Civil Aviation Regulation</b></p> <p><b>Date of Issue:</b> DD/MM/YYYY</p>		

*Note.— Information regarding deregistration of an aircraft is contained in the Manual on Registration and Deregistration of Aircraft (ICAO Doc 10142).*

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**APPENDIX 2: Certificate of Aircraft Deregistration**

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

Register Page No:		Registration No:
<i><b>CERTIFICATE OF DEREGISTRATION</b></i>		
1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's designation of aircraft	3. Aircraft serial No.
<p>4a. Issued to ..... (Name of certificate holder)</p> <p>Basis of registration (check one):</p> <p><input type="checkbox"/> ownership of aircraft</p> <p><input type="checkbox"/> operator of aircraft</p> <p><input type="checkbox"/> Other (explain): .....</p> <p>4b. Address of certificate holder: ..... ( at the time of deregistration )</p> <p>5. Name and contact information of owner, if different from certificate holder :..... (at the time of deregistration)</p>		
<p>6. It is hereby certified that the above described aircraft has been duly removed from the .....on ..... and the certificate of (name of register) (date) Registration has been cancelled. (Name of register) common and registration marks have been cancelled.</p> <p>6a. Reason(s) for deregistration, if known: .....</p>		
<p><b>Signature:</b></p> <p><b>Director General for Civil Aviation Regulation</b></p> <p><b>Date of Issue:</b> DD/MM/YYYY</p>		

*Note. — Information regarding deregistration of an aircraft is contained in the Manual on Registration and Deregistration of Aircraft (ICAO Doc 10142).*