



Islamic Republic of Afghanistan
Civil Aviation Authority

AFGHANISTAN CIVIL AVIATION REGULATIONS

AIRCRAFT REGISTRATION AND MARKING

PART 4

14 OCT 2015

Revision 3.0

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Director General
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Approved:



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AMENDMENTS

The table below provides a record of amendments.

Revision	Location	Description	Entered by
Introduction	20 NOV 2012	Updated ICAO Amendment version used and made minor editorial	
4.1.1.2	20 NOV 2012	Added new definition of remotely piloted aircraft. Edited Note.	
4.1.1.2	20 NOV 2014	Moved definitions to ACAR Part 1	
4.1.1.3	20 NOV 2012	Revised (a) to indicate new abbreviation of RPA.	
4.2.1.5	20 NOV 2012	New section added for classification of aircraft	
4.3.1.3	20 NOV 2012	(a) Reworded sentence to place responsibility on operator and to clarify that the aircraft registration requirement applies to all operators of aircraft in [STATE] including foreign nationals.	
4.3.1.4	20 NOV 2012	(a) Reworded sentence to place responsibility on operator.	
4.3.1.4(b)	20 NOV 2012	Combined previous (b) (1)-(3) and revised text; renumbered remaining items; added new text to renumbered (3)	
4.3.1.5	20 NOV 2012	(a) Reworded sentence to place responsibility on operator.	
4.3.1.6	20 NOV 2012	(a) – (e) reworded sentences to place responsibility on operator.	
4.3.1.9	20 NOV 2012	(a) Reworded text to place responsibility on operator. (a)(3) sub-bulleted existing text and added new text	
IS 4.2.1.1	20 NOV 2014	Made formatting changes to certificate of aircraft registration to more closely match the ICAO Annex 7 certificate	
IS 4.2.1.5	20 NOV 2012	Added new IS to show table of aircraft classification	



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INTRODUCTION

[Part 4](#) of the ACAR sets forth the requirements for registration of aircraft in Afghanistan, and governs the application of nationality and registration marks. This Part is derived from ICAO Annex 7 through amendment 6 to the Convention on International Civil Aviation and is supplemented from the U.S. Code of Federal Regulations, Title 14 – Aeronautics and Space. Neither the European Aviation Safety Agency nor the Joint Aviation Authorities publish regulations for aircraft registration, leaving those to the individual member States.



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PART 4 AIRCRAFT REGISTRATION AND MARKING

4.1 GENERAL

Note 1: ICAO Annex 7 uses the term certificate of registration. For [Part 4](#), the term certificate of aircraft registration is used to denote the same certificate as that is the term used by many States and further clarifies the certificate.

Note 2: [Part 4](#) is written so that the owner of the aircraft is responsible for the aircraft registration, as contained in the Civil Aviation Law of Afghanistan. The owner, or operator of the aircraft if different from the owner, is responsible for proper marking of the aircraft prior to operation.

4.1.1.1 APPLICABILITY

- (a) This part prescribes the requirements for registration and marking of Civil Aircraft under the provisions of the Civil Aviation Law of Afghanistan.
- (b) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

4.1.1.2 DEFINITIONS

- (a) Definitions are contained in ACAR Part 1.

Note: Definitions in Annex 7 to the Convention on International Civil Aviation for common mark, common mark registering authority, and international operating agency have been added to Part 4 but are not used.

4.1.1.3 ABBREVIATIONS

- (a) The following abbreviations are used in [Part 4](#):
 - (1) RPA: Remotely piloted aircraft.



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4.2 REGISTRATION REQUIREMENTS

4.2.1.1 GENERAL

- (a) No person may operate a civil aircraft that is eligible for registration under the laws of Afghanistan unless it has been registered by its owner or operator under the provisions of the laws of Afghanistan and the Authority has issued a certificate of registration for that aircraft which shall be carried aboard that aircraft for all operations.
- (b) The certificate of aircraft registration shall be in English language.
- (c) The certificate of aircraft registration will be issued by the Director General of the ACAA in the form as contained in [IS 4.2.1.1](#) and will be of a size determined by the Director General of the ACAA.

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

4.2.1.2 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration if it is—
 - (1) Owned by:
 - (i) A citizen of Afghanistan,
 - (ii) An individual citizen of another State who is lawfully admitted for permanent residence in Afghanistan,
 - (iii) A corporation lawfully organised and doing business under the laws of Afghanistan and the aircraft is based and primarily used in Afghanistan, or
 - (iv) A government entity of Afghanistan or political subdivision thereof; and
 - (2) Not registered under the laws of any other State.

4.2.1.3 APPLICATION

- (a) A person who wishes to register an aircraft in Afghanistan must submit an application for aircraft registration to the [Director of the Registry or Authority] in a form and manner acceptable to the Authority. Each application shall—
- (b) Certify as to compliance with [4.2.1.2](#);
- (c) Show evidence identifying ownership, and
- (d) Be signed in ink.
- (e) Upon an applicant meeting all requirements for registration, a certificate of registration will be issued by the Director General of the ACAA.

4.2.1.4 AIRCRAFT REGISTRY

- (a) As required by the Civil Aviation Law of Afghanistan, the Authority shall maintain an aircraft registry showing for each aircraft registered by Afghanistan the information recorded on the certificate of aircraft registration and any other information required by the Authority.
- (b) Upon request, Afghanistan will provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in Afghanistan.

4.2.1.5 CLASSIFICATION OF AIRCRAFT

- (a) Aircraft shall be classified in accordance with the Table in [IS 4.2.1.5](#).



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- (b) An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
 - (c) Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.



4.3 NATIONALITY AND REGISTRATION MARKS

4.3.1.1 APPLICABILITY

- (a) This Subpart prescribes the requirements for the identification and marking of civil aircraft registered in Afghanistan.

4.3.1.2 GENERAL

- (a) No person may operate a civil aircraft registered in Afghanistan unless it displays nationality and registration marks in accordance with the requirements of this section. The letter or letters used to identify the aircraft nationality as of Afghanistan shall conform to the requirements outlined in Annex 7 to the Convention on International Civil Aviation. This is to be followed by a series of numbers or letters assigned by the Director General of the ACAA.
- (b) Chicago Convention, Article 20
- (c) ICAO Annex 7:3.1; 3.2; 3.3; 3.4; 3.5
- (d) 14 CFR 45.21(a)
- (e) Unless otherwise authorised by the Authority, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks shall not be used which might be confused with the International Five Letter Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code or Distress Codes or other similar, urgent codes.

Note: For reference to these codes see the currently effective International Telecommunications Regulations

- (f) Permanent marking of aircraft nationality and registration shall—
 - (1) Be painted on the aircraft or affixed by other means insuring a similar degree of permanence;
 - (2) Have no ornamentation;
 - (3) Contrast in color with the background;
 - (4) Be legible, and
 - (5) Be kept clean and visible at all times.

4.3.1.3 DISPLAY OF MARKS: GENERAL

- (a) No person shall operate an aircraft in Afghanistan unless it displays on that aircraft marks consisting of the Roman capital letter(s) YA, followed by the registration mark of the aircraft in Arabic numerals, Roman capital letters, or a combination thereof.

Note: The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State of Registry by the International Telecommunication Union.

4.3.1.4 SIZE OF MARKS

- (a) No person shall operate an aircraft unless it displays marks on the aircraft meeting the size requirements of this section.
- (b) Height. The character marks shall be of equal height and on—
 - (1) Heavier-than-air aircraft shall be at least –
 - (i) 50 centimeters high if on the wings, and
 - (ii) 30 centimeters high if on the fuselage (or equivalent structure) and vertical tail surfaces; or
 - (iii) Identified readily if the aircraft processes no wings and fuselage.



- (2) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters high.
 - (3) The character marks of unmanned free balloons and other lighter-than-air aircraft that is not of sufficient size to accommodate marks of at least 50 centimeters high shall be determined by [Director of the Registry or Authority], taking into account the size of the payload to which the identification plate is affixed.
- (c) Width. Characters shall be two-thirds as wide as they are high, except the number "1" and the letter "l", which shall be one-sixth as wide as it is high.
 - (d) Thickness. Characters shall be formed by solid lines one-sixth as thick as the character is high.
 - (e) Spacing. The space between each character may not be less than one-fourth of a character width.
 - (f) Uniformity. The marks required by this Part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.

4.3.1.5 LOCATION OF MARKS ON HEAVIER-THAN-AIR AIRCRAFT

- (a) No person shall operate a fixed-wing aircraft unless it displays the marks once on the lower surface of the wing structure as follows:
 - (1) 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.
 - (2) So far as is possible, the marks shall be located equidistant from the leading and trailing edge of the wings.
 - (3) The tops of the letters and numbers shall be toward the leading edge of the wing.
- (b) On a heavier than air aircraft with a fuselage (or equivalent structure) and/or a vertical tail surface, the marks shall appear on either the vertical tail surfaces or the sides of the fuselage as follows:
 - (1) If displayed on the vertical tail surfaces, horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multi-vertical tail.
 - (2) If displayed on the fuselage surfaces, horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer.
 - (3) If engine pods or other appurtenances are located in the area described in paragraph [\(b\)\(2\)](#) and are an integral part of the aircraft, the marks may appear on those pods or appurtenances.

4.3.1.6 LOCATION OF MARKS ON LIGHTER-THAN-AIR AIRCRAFT

- (a) Airships. No person shall operate an airship unless it displays marks on—
 - (1) The hull, located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or
 - (2) The horizontal and vertical stabilizers surfaces—
 - (i) For 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
 - (ii) For the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
- (b) Spherical balloons (other than unmanned free balloons). No person shall operate a spherical balloon unless it displays marks in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon.



- (c) Non-spherical balloons (other than unmanned free balloons). No person shall operate a non-spherical balloon unless it displays marks 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.
- (d) Lighter-than-air aircraft (other than unmanned free balloons). No person shall operate any lighter-than-air aircraft other than unmanned free balloons unless it displays marks visible both from the sides and from the ground.
- (e) Unmanned free balloons. No person shall operate any unmanned free balloon unless it displays marks on the identification plate.

4.3.1.7 SPECIAL CASES FOR SIZE AND LOCATION OF MARKS

- (a) If either one of the surfaces authorised for displaying required marks is large enough for display of marks meeting the size requirements of this section and the other is not, the full-size marks shall be placed on the larger surface.
- (b) If neither surface is large enough for full-size marks, the Authority may approve marks as large as practicable for display on the larger of the two surfaces.
- (c) If, because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this Part, the owner may apply to the Authority for a different procedure.

4.3.1.8 SALE OF AIRCRAFT: REMOVAL OF MARKS

- (a) When an aircraft that is registered in Afghanistan is sold, the holder of the certificate of registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Afghanistan, unless the purchaser is a citizen or other legal entity as prescribed in [4.2.1.2\(a\)\(1\)](#).

4.3.1.9 IDENTIFICATION PLATE REQUIRED

- (a) No person shall operate an aircraft registered under the laws of Afghanistan unless an identification plate is affixed to it—
 - (1) Containing the aircraft type, model, serial number, marks of nationality and registration mark.
 - (2) Made of fireproof metal or other fireproof material of suitable physical properties.
 - (3) Secured to the aircraft –
 - (i) in a prominent position near the main entrance, or
 - (ii) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
 - (iii) 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.

Note: The registration mark (number) on the identification plate will need to be changed each time the aircraft registration changes.



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PART 4 IMPLEMENTING STANDARDS

IS 4.2.1.1 REGISTRATION REQUIREMENTS – GENERAL

- (a) The certificate of aircraft registration issued by the Director General of the ACAA shall be as follows:

For ACAA Use Only	Islamic Republic of Afghanistan Afghanistan Civil Aviation Authority CERTIFICATE OF AIRCRAFT REGISTRATION	For ACAA Use Only
1. Nationality and registration mark: _____	2. Manufacturer and manufacturer's designation of aircraft: _____	3. Aircraft serial number: _____
4. Name of Owner: _____		
5. Address of Owner: _____ _____ _____		
6. It is hereby certified that the above described aircraft has been duly entered on the Afghanistan Civil Aviation Aircraft Registry in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the <u>[Law and Regulations of STATE]</u>		
Signature: _____		
Date of Issue: [DD-MMM-YYYY] _____		
For ACAA Use Only: _____		

Figure IS 4-1: Certificate of Aircraft Registration Form



IS 4.2.1.5 CLASSIFICATION OF AIRCRAFT

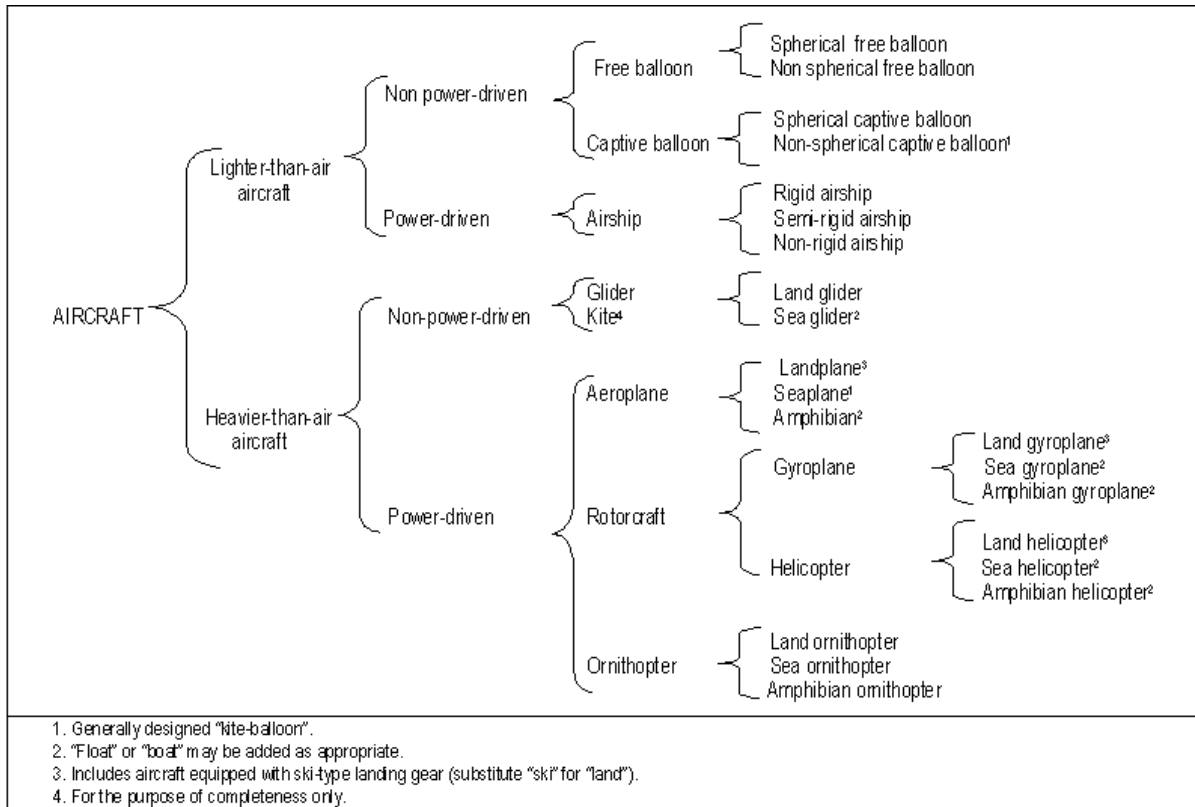


Figure IS 4-2: Aircraft Classification Chart



APPENDIX I NIL (NO ITEM LISTED)

No appendices in this document.



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