

THE CIVIL AVIATION [(NO. 4) REGISTRATION AND  
MARKINGS] REGULATIONS, 2004

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LEGAL NOTICE NO. 47

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER  
UNDER SECTION 33 OF THE CIVIL AVIATION ACT

THE CIVIL AVIATION [(NO. 4) REGISTRATION AND  
MARKINGS] REGULATIONS, 2004

1. These Regulations may be cited as the Civil Aviation [(No.4) Citation  
Registration and Markings] Regulations, 2004.

2. In these regulations—

Interpretation

No. 11 of 2001

“Act” means the Civil Aviation Act, 2001;

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

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

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

“fireproof material” means a material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose;

“glider” means a non-power driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain fixed under given conditions of flight;

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

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

“Register” means the authorized list of aircraft registered in a state by the authority responsible for civil aviation in such state;

“State of Registry” means the State on whose register the aircraft is entered; and

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

***Applicability of these Regulations***

Applicability  
of these  
Regulations

3. (1) Subject to subregulation (2), these Regulations shall apply to all Trinidad and Tobago civil aircraft in respect of registration and nationality and registration marks operated in or outside Trinidad and Tobago.

(2) These Regulations shall not apply to—

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

PART I

REGISTRATION

***Applicability of Part I***

Applicability  
of Part I

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

***Restriction on aircraft in Trinidad and Tobago***

Restriction on  
operation of  
aircraft in  
Trinidad and  
Tobago

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

***Application for registration of aircraft***

Requirements  
for  
application

6. A person who wishes to register a civil aircraft in Trinidad and Tobago, shall—

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

***Requirements for Registration of Aircraft***

Requirement  
for  
Registration  
of aircraft

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

- (a) a CARICOM national;
- (b) a resident of Trinidad and Tobago as defined in section 5 of the Immigration Act;

- (c) a body incorporated within a member state of CARICOM; or
- (d) an individual or corporation of a foreign State who transfers custody and control of an aircraft, in accordance with a lease agreement to the holder of an Air Operator Certificate authorized to operate that type of aircraft.

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

#### ***De-registration of aircraft***

8. Where a person wishes to register a civil aircraft in Trinidad and Tobago which is registered in another State he shall first have the aircraft de-registered before being registered in Trinidad and Tobago.

De-registration  
for  
purpose of  
registration

#### ***Issue of Certificate of Aircraft Registration***

9. (1) When the Director General is satisfied that an applicant under regulation 6 has met all the requirements of these Regulations, he may recommend the Authority issue a Certificate of Aircraft Registration in respect of such aircraft.

Issue of  
Certificate of  
Aircraft  
Registration

(2) The operator of a Trinidad and Tobago aircraft issued with a Certificate of Aircraft Registration under subregulation (1) shall ensure that such Certificate of Aircraft Registration is carried in the cockpit at all times.

#### ***Requirements after Certification of Aircraft in Trinidad and Tobago***

10. (1) Upon a Certificate of Aircraft Registration being issued under regulation 9, the Director General shall—

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

Requirements  
after  
Certificate of  
Aircraft  
Registration

#### ***Requirements for De-registration***

11. (1) Where the operator of a Trinidad and Tobago aircraft wishes to de-register such aircraft, he shall—

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

Requirements  
for de-  
registration  
of an aircraft

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

(3) Where the Authority has approved the de-registration of a Trinidad and Tobago aircraft in accordance with this regulation, the owner of such aircraft shall—

- (a) return to the Authority, the Certificate of Aircraft Registration, issued by it in respect of that aircraft; and
- (b) remove all nationality and registration markings on the Trinidad and Tobago aircraft relevant to such Certificate of Aircraft Registration under paragraph (a).

### ***Civil Aircraft Register***

Register of  
civil aircraft

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

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

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

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

### ***Conditions for Registration***

Conditions of  
registration

13. The operator of a Trinidad and Tobago aircraft registered under these Regulations shall—

- (a) be subject to the laws governing civil aviation in Trinidad and Tobago; and
- (b) take all such directions from the Authority in respect of operating such Trinidad and Tobago aircraft in Trinidad and Tobago and in any other State.

PART II

NATIONALITY AND REGISTRATION MARKS

14. This Part prescribes the requirements for the display of nationality and registration marks on Trinidad and Tobago aircraft.

Applicability  
of Part II

**Display of Nationality and Registration Marks**

15. (1) A person shall not operate an aircraft in Trinidad and Tobago unless such aircraft displays the nationality and registration marks in accordance with this Part.

Requirements  
for display of  
nationality  
and  
registration  
marks

(2) A person shall not operate an aircraft registered in a foreign State, in Trinidad and Tobago unless such aircraft displays the nationality and registration marks in accordance with the laws of such foreign state.

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

(4) Nationality and registration marks under subregulation (1), shall—

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

**Display of Marks**

16. (1) The owner or operator of a Trinidad and Tobago aircraft shall ensure that the aircraft is marked with—

Display of  
marks

- (a) the nationality mark of Trinidad and Tobago; and
- (b) the registration mark of the aircraft.

(2) The nationality mark of Trinidad and Tobago under subregulation (1)(a) shall be “9Y”.

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

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

(5) When the first character of the registration mark under subregulation (1) is a letter, it shall be preceded by a hyphen.

### ***Size of Marks***

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

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

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

(3) Notwithstanding subregulation (2)—

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

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

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

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

***Location of Marks on Fixed-wing Aircraft***

18. (1) Where a Trinidad and Tobago aircraft is a fixed-wing aircraft the operator shall ensure such aircraft has the required nationality and registration marks displayed on both sides of the vertical tail surfaces or both sides of the fuselage. Location of marks on fixed-wing aircraft

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

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

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

(4) An operator of a Trinidad and Tobago aircraft under this regulation shall ensure that the nationality and registration marks appear once on the lower surface of the wing structure, and shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure.

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

(6) An operator shall ensure that the tops of the letters and numbers contained in the nationality and registration marks shall be towards the leading edge of the wing.

***Location of Marks on Rotorcraft***

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

***Location of Marks on Lighter-than-air Aircraft***

Location of marks on lighter-than-air aircraft

20. Where a Trinidad and Tobago aircraft is—
- (a) an airship, the operator shall ensure that such airship has nationality and registration marks that appear on the—
    - (i) hull, location lengthwise on each side of the hull and on its upper surface on the line or symmetry; or
    - (ii) surface of the horizontal stabilizer, located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; and
    - (iii) surface of the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally;
  - (b) a spherical balloon, other than an unmanned free balloon, the operator shall ensure that such spherical balloon has nationality and registration marks that appear in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon; or
  - (c) a non-spherical balloon, other than unmanned free balloon, the operator shall ensure that such non-spherical balloon has nationality and registration marks that appear on each side, located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.

***Deviation of Size and Location of Marks***

Deviation for size and location of marks

21. (1) Where only one of the two surfaces authorized for displaying the required nationality and registration marks meets the requirements for such marks under these regulations, the operator shall place the nationality and registration marks on that surface.

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

***Removal of Nationality and Registration Marks***

Removal of marks after sale of aircraft

22. (1) When a Trinidad and Tobago aircraft is sold by the owner to a buyer who is not a citizen or other legal entity as prescribed in regulation 7, the owner shall de-register such aircraft in accordance with regulation 11, remove all Trinidad and Tobago nationality and registration marks before its delivery to the buyer and return the Certificate of Aircraft Registration of such aircraft to the Director General.

(2) Where a Trinidad and Tobago aircraft is sold by the owner to a buyer who is a citizen or other legal entity as prescribed in regulation 7, the operator of such Trinidad and Tobago aircraft shall inform the Director General of such sale and change of ownership and return the Certificate of Aircraft Registration of such aircraft to the Director General.

### ***Aircraft Identification Plates***

23. (1) A person shall not operate a Trinidad and Tobago aircraft unless there are two aircraft identification plates attached to such Trinidad and Tobago aircraft. Identification plates required

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

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

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

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

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

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

### ***Removal, Replacement and Attachment of Identification Plates and Alteration of Information***

24. (1) Except as specified in this regulation, a person shall not—
- (a) remove or replace an aircraft identification plate;
  - (b) alter the information on an aircraft identification plate; or
  - (c) attach to a Trinidad and Tobago aircraft, an unauthorized aircraft identification plate.
- Removal, replacement and attachment of and alteration of information on aircraft identification plates

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

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

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

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

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

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

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

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

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

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

***Director General may amend Schedules***

25. The Director General may, by Order amend any of the Schedules.

Director  
General to  
amend  
Schedules

Made by the Authority this 19th day of March, 2004

R. LUTCHMEDIAL  
*Civil Aviation Authority*

Approved by the Minister of Works and Transport

F. KHAN  
*Minister of Works and Transport*

Laid in the House of Representatives this      day of      ,  
2004.

*Clerk of the House*

Laid in the Senate this      day of      , 2004.

*Clerk of the Senate*