

PART 4—AIRCRAFT REGISTRATION AND MARKING

INTRODUCTION

This Part of the Regulations sets forth the requirements for registration of aircraft in Nigeria, and governs the application of nationality and registration marks.

B 544

B 546

S. I. No. 17 of 2009.

4.1 GENERAL

Applicability.

4.1.1.1—(a) This Part prescribes the requirements for registration and marking of Civil Aircraft under the provisions of the Civil Aviation Act 2006.

(b) This Part does not apply to:

- (1) Meteorological pilot balloons used exclusively for meteorological purposes;
- (2) To unmanned free balloons without a payload; or
- (3) Nigerian military aircraft.

4.1.1.2—(a) For the purpose of this Part, the following definitions shall apply: Definitions.

(1) *Aeroplane*—A 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.

(2) *Aircraft*—Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

(3) *Airship*—A power-driven lighter-than-air aircraft.

(4) *Balloon*—A non-power-driven lighter-than-air aircraft.

(5) *Common mark*—A mark assigned by the International Civil Aviation Organisation to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

(6) *Common mark registering authority*—The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

(7) *Fireproof material*—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.

(8) *Glider*—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.

(9) *Gyroplane*—A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

(10) *Heavier-than-air aircraft*—Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

(11) *Helicopter*—A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

(12) *International Operating Agency*—An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation.

(13) *Lighter-than-air aircraft*—Any aircraft supported chiefly by its buoyancy in the air.

(14) *Ornithopter*—A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

(15) *Powered lift*—A heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on nonrotating airfoil(s) for lift during horizontal flight

(16) *Rotorcraft*—A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

(17) *State of Registry*—The state on whose register the aircraft is entered.

Abbreviations.

4.1.1.3—(a) There are no abbreviations used in this Part :

4.2. REGISTRATION REQUIREMENTS

General.

4.2.1.1—(a) No person may operate a civil aircraft that is eligible for registration under the laws of Nigeria unless it has been registered by its owner or operator under the provisions of the laws of Nigeria 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 Authority in the form as contained in IS4.2.1.1 and will be of a size determined by the Authority.

Registration Eligibility.

4.2.1.2—(a) An aircraft is eligible for registration if it is—

(1) Owned by:

(i) A citizen of Nigeria,

(ii) An individual citizen of another State who is lawfully admitted for permanent residence in Nigeria,

(iii) A corporation lawfully organised and doing business under the laws of Nigeria and the aircraft is based and primarily used in Nigeria,

(iv) A government entity of Nigeria or political subdivision thereof; or

(v) A foreign person who has leased the aircraft to one of the persons described in paragraphs (i) – (iv) above, provided that:

(A) The aircraft may remain on the Nigerian registry only for as long as the lease remains in effect; and

(B) The certificate of registration includes the names and addresses of the lessee and, if different, the operator of the aircraft; and

(2) Not registered under the laws of any other State; and

(3) The aircraft is not more than 22 years old, unless the aircraft is used exclusively for general aviation purposes.

4.2.1.3—(a) The Authority shall remove an aircraft from the Nigerian registry if: Deregistration.

(1) The owner of the aircraft does not meet the eligibility standards of Section 4.2.1.2;

(2) If a holder of a valid de-registration Power of Attorney applies to the Authority for de-registration.

(3) When the holder of a Certificate of Registration, owner or lessor or his duly authorized attorney applies in writing for de-registration of the aircraft from the Nigerian Register.

(4) When the Authority is satisfied that:

(i) The aircraft is destroyed, lost or stolen and cannot be found or;

(ii) The aircraft is permanently withdrawn from use or;

(iii) The aircraft is registered in a country other than Nigeria or;

(5) Where the Authority exercises its power of de-registration of an aircraft, the Certificate of Registration shall be cancelled and the entry of the aircraft in the aircraft register shall be deleted.

(6) Nothing in this section shall require the Authority to cancel the registration of an aircraft if, in its opinion, it would be inexpedient in the public interest to do so.

4.2.1.4—(a) A person who wishes to register an aircraft in Nigeria must submit an application for aircraft registration to the Authority in a form and manner acceptable to the Authority. Each application Shall— Application.

(1) Certify as to compliance with 4.2.1.2;

(2) Show evidence identifying ownership, and

(3) Be signed in ink.

(b) Upon an applicant meeting all requirements for registration, a certificate of registration will be issued by the Authority.

4.2.1.5—(a) As required by the Civil Aviation Act 2006, the Authority shall maintain an aircraft registry showing for each aircraft registered by Nigeria the information recorded on the certificate of aircraft registration and any other information required by the Authority. Aircraft Registry.

(b) Upon request, Nigeria will provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in Nigeria.

(c) Persons who intend to access the register of aircraft for the purpose of obtaining information shall apply in writing to the Authority and shall pay the appropriate search fees as may be prescribed by the Authority.

4.2.1.6—(a) The Authority shall establish and maintain a Legal Interests in Aircraft Registry showing for each aircraft registered in Nigeria, proprietary rights, interests, liens and other dealings thereon. Legal interest registry.

(b) The requirements for registration of legal Interests in aircraft shall be as prescribed by the Authority.

(c) Persons who intend to access the register of legal interest in aircraft for the purpose of obtaining information shall apply in writing to the Authority and shall pay the appropriate search fees as maybe prescribed by the Authority

Indemnity.

4.2.1.7—(a) The Authority shall not be liable for any damages, claims and actions arising from any defects in documents, records and depositions submitted to it in support of any application for registration or deregistration of an aircraft.

(b) Applicant for registration or de-registration of aircraft shall indemnify the Authority against any damages, cost liabilities arising from third (3) party claims and actions based on misrepresentation and defective documents submitted in support of an application for registration or de-registration.

4.3.1. NATIONALITY AND REGISTRATION MARKS

Applicability.

4.3.1.1—(a) This subpart prescribes the requirements for the identification and marking of civil aircraft resgitered in Nigeria.

General.

4.3.1.2—(a) No person may operate a civil aircraft registered in Nigeria 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 Nigeria 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 Authority.

(b) Unless otherwise authorized 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.

(c) 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.

Display of
Marks:
General.

4.3.1.3—(a) Each owner shall display on that aircraft marks consisting of the Roman capital letter “N” preceded by the number five (5), followed by the registration mark of the aircraft in Arabic numerals, Roman capital letters, or a combination thereof, assigned by the Authority upon registration of the aircraft.

Size of Marks.

4.3.1.4—(a) Each owner of an aircraft shall display 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;

(2) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters high.

(3) Unmanned free balloons shall be determined by the 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 “I”, 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.

Location of marks on heavier-than-air aircraft.

4.3.1.5—(a) The owner of a fixed-wing aircraft shall display 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.

Location of marks on lighter-than-air aircraft.

4.3.1.6—(a) Airships. The owner shall place marks on an airship to appear 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.

(c) Non-spherical balloons (other than unmanned free balloons). The owner shall apply 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). The owner shall apply side marks to be visible both from the sides and from the ground.

(e) Unmanned free balloons. The owner shall apply marks to appear on the identification plate.

Special cases for size and location of marks.

4.3.1.7—(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.

Sale of aircraft: removal of marks.

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

Identification plate required.

4.3.1.9—(a) The owner shall affix to each aircraft registered under the laws of Nigeria an identification plate—

(1) Containing the aircraft type, model, and serial number; and

(2) Made of fireproof metal or other fireproof material of suitable physical properties; and

(3) 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. Spherical balloons (other than unmanned free balloons). The owner shall apply marks in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon.

**NIGERIA CIVIL AVIATION REGULATIONS
PART 4—IMPLEMENTING STANDARDS**

NIGERIA CIVIL AVIATION AUTHORITY



Certificate Number No.

CERTIFICATE OF REGISTRATION OF AIRCRAFT

1. Nationality and Number Registration Marks	2. Manufacturer and Manufacturer's Designation of aircraft	3. Aircraft Serial 4. Date of Manufacture
5. Name of Registered Operator		
6. Address of Operator		
7. Name and address of Owner		

8. It is hereby certified that the above described aircraft has been duly entered on the register of the Federal Republic of Nigeria in accordance with the Convention on International Civil Aviation dated 7th December, 1944, the Civil Aviation Act 2006 and the Regulations issued thereunder.

9. Date of Issue

by authority of the Nigerian
Civil Aviation Authority

- NOTE: 1. No entries or endorsements may be made in the foregoing certificate except in the manner and by the persons authorised for that purpose.
2. This certificate must be carried aboard the aircraft.
3. This certificate is not transferable.

IMPORTANT
PLEASE READ CAREFULLY

On any change in the ownership of aircraft, **the aircraft registration and certificate become void** from the date of the change and the documents must be returned **IMMEDIATELY** to the issuing authority with the appropriate section duly completed. This certificate must not be handed over to the new owner. Similar action is also required if the aircraft is destroyed or permanently withdrawn from use. **When the registration has become void, the aircraft may not again be flown until a new Certificate of Registration has been obtained.** Any application for re-registration of the aircraft shall be made on the prescribed form, copies of which may be obtained from issuing authority.

SECTION I:- NOTICE OF CHANGE OF OWNERSHIP

I hereby notify that, with effect from the Day of 20..... the ownership of the aircraft described overleaf was transferred to:

.....
(Fill in name and address of new owner)

Name: _____ Designation: _____

* Signature: _____ Date: _____

SECTION II:-NOTICE THAT AIRCRAFT HAS BEEN DESTROYED OR PERMANENTLY WITHDRAWN FROM USE

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of:

- +(a) the aircraft having been destroyed;
- +(b) the aircraft having been permanently withdrawn from use.

Name: _____ Designation: _____

* Signature: _____ Date: _____

SECTION III: NOTICE OF ANY OTHER CHANGE AFFECTING THE REGISTRATION OF THE AIRCRAFT (CHANGE OF OPERATOR, ETC)

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of _____

Name: _____ Designation: _____

* Signature: _____ Date: _____

* The signature required is that of the owner(s) as shown in this Certificate of Registration. If the owner is a body corporate, the signature shall be that of the Managing Director, Secretary, or other official duly authorised to sign under the seal of the Company.

+ Delete if not applicable