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NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS 2023

PART 4—AIRCRAFT REGISTRATION AND MARKING

APRIL 2023

B 2106

Record of Amendment

Amendment Number	*Date of Amendment*	*Affected Sections*	*Description*
4	April, 2023	All	Updated to latest amendment of applicable ICAO annexes as per the status stated in Part 1 of this regulations and the introduction to this Part

Made this 17th day of May, 2023

CAPTAIN MUSA SHUAIBU NUHU
Director-General of Civil Aviation

B 2108

INTRODUCTION

This Part 4 of the Regulations sets forth the requirements for registration of aircraft in Nigeria, and governs the application of nationality and registration marks. This part of the Nig. CARs is derived from International Civil Aviation Organization (ICAO) Annex 7 to the Convention on International Civil Aviation (Chicago Convention), Aircraft Nationality and Registration Marks, through Amendment 7, and is supplemented by Title 14 of the United States (U.S.) Code of Federal Regulations (14 CFR).

NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS 2023

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NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS 2023

PART 4—AIRCRAFT REGISTRATION AND MARKING

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 in force.

(*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) Nigeria military aircraft.

Definitions.

4.1.1.2.—(*a*) For the purpose of Part 4, the following definitions shall apply ;

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.

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.

Airship.—A power-driven lighter-than-air aircraft.

Balloon.—A non-power-driven lighter-than-air aircraft.

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.

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.

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.

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.

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.

Heavier-than-Air Aircraft.—Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

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.

International operating agency.—An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation.

Lighter-than-Air Aircraft.—Any aircraft supported chiefly by its buoyancy in the air.

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.

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.

Remotely piloted aircraft (*RPA*).—An unmanned aircraft which is piloted from a remote pilot station.

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

State of Registry.—The State on whose register the aircraft is entered.

Abbreviations.

4.1.1.3.—(*a*) The following abbreviations are used in Part 4 :

(1) RPA ; Remotely piloted aircraft.

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 IS 4.2.1.1 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 NIGERIA 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—

(*i*) Is not more than 22years old for commercial air transport (CAT) passenger category ;

(*ii*) Is not more than 25years old for commercial air transport (CAT) cargo category ; and

(*iii*) meets ICAO Annex 16 volume 1 chapter 4 noise requirements or ICAO Annex 16 volume 1 chapter 8 noise requirements as contained in IS 5.10.1.2 (B) of Part 5 of these regulations, unless the aircraft is used exclusively for general aviation and/or aerial works.

(*b*) Aircraft that is registered for use exclusively for general aviation and/or aerial work purpose under sub-paragraph a(3) above may not be used for commercial air transport (CAT) passenger category and cargo category.

Note.—The provisions in this section 4.2.1.2.(*a*)(3) is not applicable to aircraft that have been registered before the effective date of these regulations. However, aircraft that have been deregistered under section 4.2.1.3.(*a*)(4) of this part will be required to meet the provisions of 4.2.1.2.(*a*)(3).

Deregistration.

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

(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 NIGERIA 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 ;

(*iv*) the aircraft has a Certificate of Airworthiness which has lapsed for 5 or more years or ;

(*v*) the lease agreement upon which the aircraft was registered has expired or is terminated and a duly executed Irrevocable Deregistration and Export Request Authorization presented except where the owner indicates in writing of his desire for the aircraft to remain registered in Nigeria.

(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.

(7) The certificate of deregistration will be issued by the Authority in the form as contained in IS 4.2.1.3 and will be of a size determined by the Authority.

Application.

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—

(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.

Aircraft Registry.

4.2.1.5.—(*a*) As required by the Civil Aviation Act, 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. The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

(*b*) 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.

Legal Interest Registry.

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.

(*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 parties claims and actions based on misrepresentation and defective documents submitted in support of an application for registration or de-registration.

Classification of Aircraft.

4.2.1.8.—(*a*) Aircraft shall be classified in accordance with the Table in IS.4.2.1.8

(*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

Applicability.

4.3.1.1.—(*a*) This sub-part prescribes the requirements for the identification and marking of civil aircraft registered 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. 5N nationality marks is to be followed by a hyphen and series of numbers or letters or a combination thereof, registration marks 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 and with the distress signal SOS, or other similar urgent signals, for example XXX, PAN and TTT 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.

(*b*) No person shall operate an aircraft in Nigeria unless it displays on that aircraft marks consisting of the Roman capital letter(s), denoting nationality of

the State of Registry, followed by the registration mark of the aircraft in Arabic numerals, Roman capital letters, or a combination thereof.

Size of Marks.

4.3.1.4.—(*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 "I", which shall be one-sixth as wide as it is high. The length of hyphens shall be two-thirds as long as the character is high.

(*d*) *Thickness.*—Characters and hyphens shall be formed by solid lines one-sixth as thick as the character is high and shall be of a colour contrasting clearly with the background.

(*e*) *Spacing.*—The space between each character may not be less than one-fourth of a character width. A hyphen shall be regarded as a character for this purpose.

(*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*) 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 upper halves of the 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. 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 is displays marks 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*) No person shall operate an aircraft registered under the laws of Nigeria 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.

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

PART 4 - IMPLEMENTING STANDARDS

IS 4.2.1.1 Certificate of Aircraft Registration

NIGERIA CIVIL AVIATION AUTHORITY

Certificate Number
XXXXXXX

CERTIFICATE OF REGISTRATION OF AIRCRAFT

1. Nationality and Registration Marks 5N – XXX	2. Manufacturer and Manufacturer's Designation of aircraft XXXXXXXXXXXXXX	3. Aircraft Serial Number XXXX
		4. Date of Manufacture XXXX

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, and with the Civil Aviation Act and the Regulations issued thereunder.

9. Date of Issue _____

_____

by authority of the Nigeria Civil Aviation Authority

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

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IMPORTANT

PLEASE READ CAREFULLY

This certificate is issued for registration purpose only and is not a certificate of title. The Nigeria Civil Aviation Authority does not determine rights of ownership between private persons.

On any change in the ownership of aircraft, *the aircraft, the registration and certificate become void* from the date of 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 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 PERMANENT 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 Managing Director, Secretary or other official duly authorized to sign under the seal of the Company.

* *Delete if not applicable.*

IS 4.2.1.3 Certificate of Deregistration

NIGERIA CIVIL AVIATION AUTHORITY

CERTIFICATE OF DEREGISTRATION

1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's Designation of aircraft	3. Aircraft Serial Number

4a. Issued to .....
(*Name of Certificate Holder*)

Basis of registration (check one) ;
☐ ownership of aircraft
☐ operator of aircraft
☐ other (explain) ; .....

4b. Address of certificate holder.....

.....
(*at the time of deregistration*)

5. Name and contact information of owner, if different from certificate holder: .....

.....
(*at the time of deregistration*)

6. It is hereby certified that the above described aircraft has been duly removed from

the.....on ..... and the Certificate of Registration has been cancelled.
(*name of register*) (*date*)

6a. Reason(s) for deregistration, if known ; .....

7. Date of Issue _____ _____
by authority of the Nigeria Civil Aviation Authority

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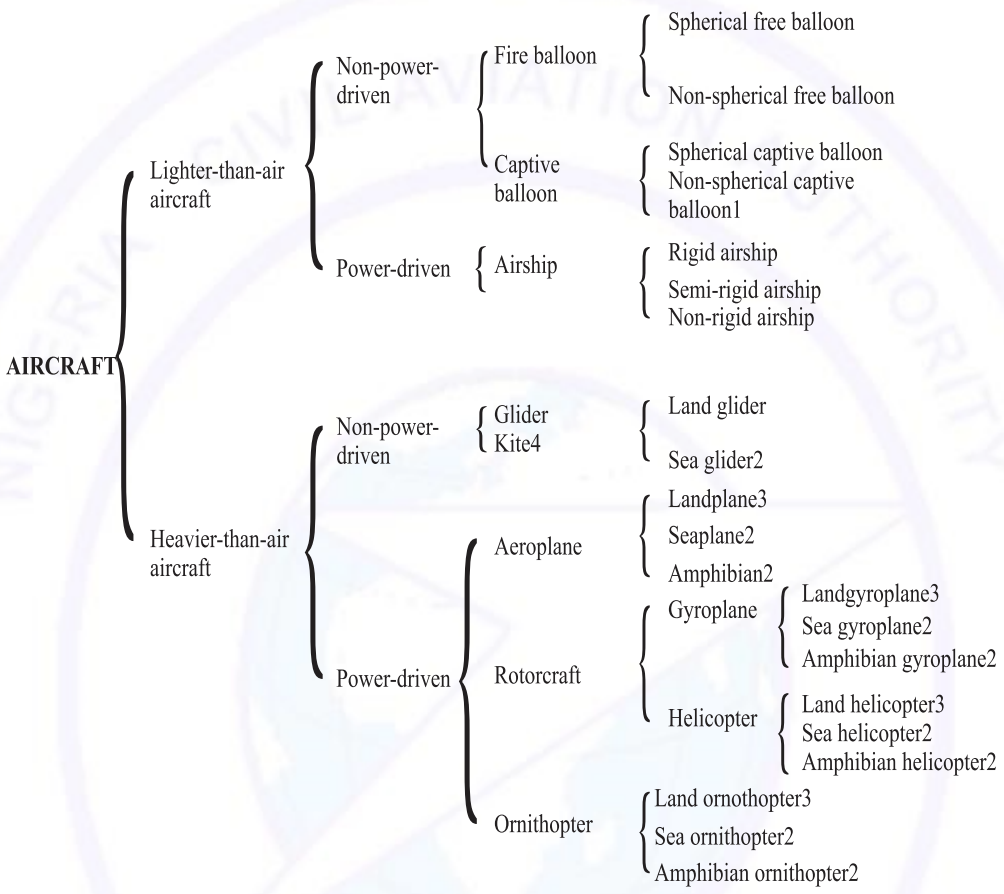
IS 4.2.1.8 Classification of Aircraft



1. Generally designed “Kite-balloon”
2. “Float” or “boat” may be added as appropriate
3. Includes aircraft equipped with ski-type landing gear (substitute “ski” for “land”)
4. For the purpose of completeness only.