

**LIBERIA
CIVIL AVIATION REGULATIONS**

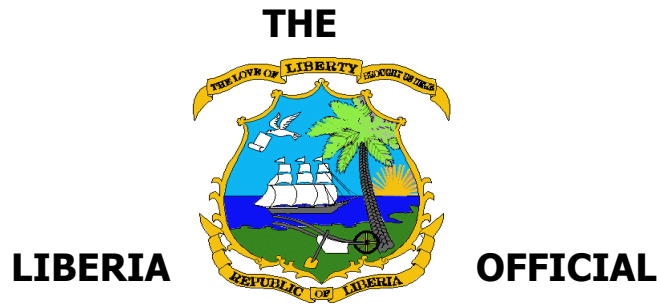


**PART 4
AIRCRAFT REGISTRATION AND MARKING**

EDITION 3.0

JULY 2021





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EXTRAORDINARY

The Government of the Republic of Liberia announces that the Liberia Civil Aviation Authority, pursuant to its mandate under the Liberia Civil Aviation Act of 2019, and specifically consistent with Subchapter XII, Section 1218 (1), has issued on August 11, 2021 its Regulation N0. LCAA/LCAR/001/2021, herein under:

CONCERNING LIBERIA CIVIL AVIATION REGULATIONS

BY ORDER OF THE PRESIDENT

**AMB. DEE-MAXWELL SAAH KEMAYAH, SR.
MINISTER OF FOREIGN AFFAIRS**

**MINISTRY OF FOREIGN AFFAIRS
MONROVIA, LIBERIA**



AUTHORITY TO PROMULGATE CIVIL AVIATION REGULATIONS

IN EXERCISE OF THE POWERS CONFERRED ON THE DIRECTOR GENERAL OF LIBERIA CIVIL AVIATION AUTHORITY UNDER THE LIBERIA CIVIL AVIATION ACT OF 2019 THESE REGULATIONS ARE MADE.

DATE: 13th July 2021

SIGNATURE: _____



Hon. Moses Y. Kollie
DIRECTOR GENERAL

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AMENDMENTS

LOCATION	DATE	DESCRIPTION

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INTRODUCTION

Part 4 sets forth the requirements for registration of aircraft in Liberia, 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.

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PART 4 — AIRCRAFT REGISTRATION AND MARKING

4.1 GENERAL

Note: Part 4 is written so that the owner of the aircraft is responsible for the aircraft registration, as contained in the Civil Aviation Act of 2019. 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 APPLICABILITY

- (a) This part prescribes the requirements for registration and marking of Civil Aircraft under the provisions of the Civil Aviation Act Of 2019.
- (b) The provision of 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) Liberia Military Aircraft

4.1.2 DEFINITIONS

- (a) When the following terms are used in the Standards for Aircraft Nationality and Registration Marks, they have the following meanings:
 - (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 organization 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 from 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 non rotating airfoil(s) for lift during horizontal flight.
- (16) **Remotely piloted aircraft (RPA).** An unmanned aircraft which is piloted from a remote pilot station.
- (17) **Rotorcraft.** A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.
- (18) **State of registry.** The state on whose register the aircraft is entered.

4.1.3 ACRONYMS

- (a) The following Acronyms are used in Part 4:
 - (1) RPA: Remotely piloted aircraft.
 - (2) ADIZ – Air Defense Identification Zone
 - (3) DEWIZ – Distant Early Warning Identification Zone.

4.2 REGISTRATION REQUIREMENTS

4.2.1 GENERAL

- (a) No person may operate a civil aircraft that is eligible for registration under the laws of Liberia unless it has been registered by its owner or operator under the provisions of the laws of Liberia 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 and if it is in another language it must have an English translation when submitted to the Authority.
- (c) The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1 of ICAO Annex 7.
- (d) The certificate of aircraft registration will be issued by the Authority in the form as contained in IS 4.2.1 and will be of a size determined by the Authority.

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.

4.2.2 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration if it is—
 - (1) Owned by:

- (i) A citizen of Liberia,
 - (ii) An individual citizen of another State who is lawfully admitted for permanent residence in Liberia,
 - (iii) A corporation lawfully organized and doing business under the laws of Liberia and the aircraft is based and primarily used in Liberia, or
 - (iv) A government entity of Liberia or political subdivision thereof; and
 - (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 Liberian 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.
 - (3) The aircraft is not more than twenty five years (25 years) old, unless the aircraft is used exclusively for general aviation purposes.
 - (4) The aircraft holds a type acceptance certificate issued in accordance Part 5.

4.2.3 APPLICATION

- (a) A person who wishes to register an aircraft in Liberia must submit an application for aircraft registration to the Liberia Civil Aviation Authority in a form and manner acceptable to the Authority. Each application shall—
- (b) Certify as to compliance with 4.2.2;
- (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 Authority.
- (f) Details of the Aircraft registration will be entered in the Liberia Civil Aircraft Registry.

4.2.4 AIRCRAFT REGISTRY

- (a) As required by the Civil Aviation Act of 2019, Subchapter VI, the Authority shall maintain an aircraft registry showing for each aircraft registered by Liberia the information recorded on the certificate of aircraft registration and any other information required by the Authority.
- (b) Upon request, Liberia will provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in Liberia.

4.2.5 CLASSIFICATION OF AIRCRAFT

- (a) Aircraft shall be classified in accordance with IS 4.2.5.
- (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, COMMON AND REGISTRATION MARKS TO BE USED

4.3.1 APPLICABILITY

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

4.3.2 GENERAL

- (a) The nationality or common mark and registration mark shall consist of a group of characters.
- (b) The nationality or common mark shall precede the registration mark. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.
- (c) The nationality 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. The nationality mark shall be notified to the International Civil Aviation Organization.
- (d) 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. — Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organization.

- (e) The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by the State of Registry or common mark registering authority.
- (f) When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International 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.

Note. — For reference to these codes, see the currently effective International Telecommunication Regulations.

- (g) 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.
- (h) No person may operate a civil aircraft registered in Liberia 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 Liberia 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.
- (i) Permanent marking of aircraft nationality and registration shall—
 - (1) Be painted on the aircraft or shall be 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.

4.3.3 **DISPLAY OF MARKS: GENERAL**

- (a) No person shall operate an aircraft in Liberia unless it displays on that aircraft marks consisting of A8, denoting nationality of Liberia, 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.

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.

- (b) If because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this part, the owner shall apply to the Authority for a different procedure taking into account the need for the aircraft to be readily identified.

4.3.4 **MEASUREMENTS OF NATIONALITY, COMMON AND REGISTRATION MARK**

- (a) No person shall operate an aircraft unless it displays marks on the aircraft meeting the size requirements of this section.
- (b) *Height.* The letters and numbers in each separate group of 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 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.

- (g) Each operator of an aircraft penetrating an ADIZ or DEWIZ shall display on that aircraft temporary or permanent nationality and registration marks at least 30 centimeters high.

4.3.5 LOCATION OF MARKS ON HEAVIER-THAN AIR FIXED-WING AIRCRAFT

- (a) The operator of a fixed-wing aircraft shall display the required marks on either the vertical tail surfaces or on the sides of the fuselage and under one wing.
- (b) The marks required by paragraph (a) of this section shall be displayed as follows:
- (1) *Wing surfaces.* The marks shall appear once on the lower surface of the wing structure. 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. So far as is 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 toward the leading edge of the wing.
 - (2) *Fuselage (or Equivalent Structure) and Vertical tail surfaces.* On Heavier-than-air aircraft, the marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surface or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface, they shall appear on both sides. When located on multi vertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.
- (c) If engine pods or other appurtenances located in the area described in paragraph (b) (2) above are an integral part of the aircraft, the operator may place the marks on those pods or appurtenances.

4.3.6 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 a spherical balloon unless it displays 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 to appear on the identification plate.

4.3.7 SPECIAL CASES FOR SIZE AND LOCATION OF MARKS

- (a) If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.5(b) above, the marks shall appear in a manner such that the aircraft can be identified readily.
- (b) If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 4.3.6 above, the measurements of the marks shall be determined by the State of Registry, taking account of the need for the aircraft to be identified readily.
- (c) If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.5(b) above, or if the parts are too small to accommodate the described therein, the measurement of the marks shall be determined by the State of Registry, taking account of the need for the aircraft to be identified readily.
- (d) If either one of the surfaces authorized 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.
- (e) 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.
- (f) 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.

4.3.8 TYPE OF CHARACTERS FOR NATIONALITY, COMMON AND REGISTRATION MARKS

- (a) The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.
- (b) The width of each character (except the letter I and the number 1) and the length of hyphens shall be two-thirds of the height of a character.
- (c) The characters and hyphens shall be formed by solid lines and shall be of a color contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.
- (d) Each character shall be separated from that which it immediately precedes or follows, by a space of not less than one-quarter of a character width. A hyphen shall be regarded as a character for this purpose.

4.3.9 REGISTER OF NATIONALITY, COMMON AND REGISTRATION MARKS

- (a) Each Contracting State or common mark registering authority shall maintain a current register showing for each aircraft registered by that State or common mark registering authority, the information recorded in the certificate of registration (see Section 8). 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.

4.3.10 SALE OF AIRCRAFT: REMOVAL OF MARKS

- (a) When an aircraft that is registered in Liberia is sold, the holder of the certificate of registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Liberia, unless the purchaser is a citizen or other legal entity as prescribed in 4.2.2(a)(1).

4.3.11 IDENTIFICATION PLATE REQUIRED

- (a) An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties.
- (b) The identification plate shall be secured to the aircraft in a prominent position near the main entrance or:
 - (1) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
 - (2) 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.
- (c) No person shall operate an aircraft registered under the laws of Liberia 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.

4.4 DE-REGISTRATION OF AIRCRAFT ON CIVIL AIRCRAFT REGISTER

4.4.1 GENERAL

- (a) A person who is the registered owner of an aircraft registered in Liberia shall inform the Authority in writing of –
 - (1) Any change in the particulars which were furnished to the Authority for the registration of the aircraft;
 - (2) The destruction of the aircraft or its permanent withdrawal from use; and
 - (3) Termination of the lease agreement.

- (b) The Authority may, whenever it appears to it necessary or appropriate to do so for giving effect to this regulation or for bringing up to date or otherwise correcting the particulars entered on the register on a written notice to the registered owner, amend the register or cancel the registration of the aircraft, if it is satisfied that there has been a change in the ownership of the aircraft.
- (c) The Authority may, by regulations, modify the foregoing provisions of this regulation as it thinks necessary or expedient to provide for the temporary transfer of aircraft to or from the Liberia register, either generally or in relation to a particular case or class of cases.
- (d) Nothing in this regulation shall not 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.
- (e) The registration of an aircraft which is the subject of an un-discharged mortgage entered between parties shall not become void nor shall the Authority cancel the registration of such an aircraft pursuant to this regulation unless all persons shown in the Aircraft register as having beneficial interests in the aircraft have consented to the cancellation. However if it appears to the Authority that the registered owner has failed to meet the terms of the mortgage agreement entered into with the legal owner/lessor upon request by the legal owner/lessor to the Authority, the latter may have the aircraft removed from the Civil Aircraft Register.
- (f) The legal owners or its accredited representative may also submit an application for de-registration and their application shall be supported by the original copy of the power of attorney.
- (g) Application for de-registration shall be supported by the original copy of the certificate of registration appropriately endorsed by the registered owner.

4.5 CATEGORIES OF AIRCRAFT

4.5.1 GENERAL

- (a) Aircraft categories shall be as follows:
 - (1) Transport Category (Passenger)
 - (2) Transport Category (Cargo)
 - (3) Aerial Work Category
 - (4) Private Category
 - (5) Special Category
- (b) The purposes for which an aircraft registered in Liberia may fly are as follows -
 - (1) *Transport Category (Passenger)*: Any purpose.
 - (2) *Transport Category (Cargo)*: Any purpose, other than the public transport of passengers.
 - (3) *Aerial Work Category*: Any purpose other than public transport.

- (4) *Private Category*: Any purpose other than public transport or aerial work.
- (5) *Special Category*: Any purpose, other than public transport, specified in the certificate of airworthiness but not including the carriage of passengers unless expressly permitted.

4.6 DURATION OF CERTIFICATE OF REGISTRATION

4.6.1 GENERAL

- (a)** A certificate of registration shall remain in force until –
 - (1) the aircraft is destroyed beyond economical repairs;
 - (2) the aircraft is permanently withdrawn from service; and
 - (3) The registration of the aircraft in respect of which such certificate of registration was issued, is cancelled by the authority.
- (a)** The holder of a certificate of registration which has been cancelled by the authority shall surrender the certificate of registration to the authority within 14 days from the date of cancellation.
- (b)** the authority may cancel the registration of an aircraft for the following reasons:
 - (1) Involvement of the aircraft in an unauthorized carriage of arms and munitions of war.
 - (2) If the aircraft is permanently located elsewhere and the authority is unable to effectively carry out surveillance activities on the aircraft, and there is no agreement between the country of location and the authority for effective control of the aircraft under ICAO Article 83 bis.

4.7 TRANSFER OF RIGHT OF POSSESSION OF AIRCRAFT

4.7.1 GENERAL

- (a)** If the holder of a certificate of registration desires to transfer to another person the right of possession of the aircraft, such holder shall apply to the authority for the aircraft to be de-registered.
- (b)** an application for registration by the person to whom the right of possession of the aircraft as referred to in sub-paragraph (a) if transferred, shall be made for re-registration of the aircraft in terms of this regulation, if the applicant so desires.
- (c)** Upon application by the person to whom the right of possession has been transferred, the same registration marking may be assigned to the aircraft.
- (d)** In this regulation, references to an interest in an aircraft do not include an interest in an aircraft to which a person is entitled only by virtue of his membership of a flying club.
- (e)** Reference to the registered owner of an aircraft includes in the case of a deceased person, his legal personal representative, and in the case of anybody corporate which has been dissolved, its successor.

LIBERIA CIVIL AVIATION REGULATIONS

Part 4 — IMPLEMENTING STANDARDS

For ease of reference the number assigned to each implementing standard corresponds to its associated regulation. For example IS: 4.2.1 would reflect a standard required in subsection 4.2.1.

Part 4 — IMPLEMENTING STANDARDS

IS 4.2.1 CERTIFICATE OF AIRCRAFT REGISTRATION

(a) The certificate of aircraft registration issued by the Authority shall be as follows.

	 <p>CERTIFICATE OF AIRCRAFT REGISTRATION</p>	CERTIFICATE NUMBER:
<p>1. Nationality and registration mark</p> <p>_____</p> <p>_____</p>	<p>2. Manufacturer and Manufacturer's Designation of Aircraft</p> <p>_____</p> <p>_____</p>	<p>3. Aircraft serial number:</p> <p>_____</p> <p>_____</p>
<p>4. NAME OF OWNER _____</p> <p>5. ADDRESS OF OWNER _____</p>		
<p>6. It is hereby certified that the above described aircraft has been duly entered on the Republic of Liberia Aircraft Registry in accordance with the convention on international Civil Aviation dated 7 December 1944 and with the Liberia Civil Aviation Act of 2005 and the regulations issued thereunder.</p>		
<p>Date of issue _____ Signature : _____</p> <p>By Liberia Civil Aviation Authority</p>		
<p>Note: (1) no entries or endorsements may be made in the foregoing certificate except in the manner and by the person authorized for that purpose. (2) This certificate must be carried aboard the aircraft. (3) this certificate is not transferable</p>		

IS 4.2.5 CLASSIFICATIONS OF AIRCRAFT

