

CURAÇAO CIVIL AVIATION REGULATIONS

PART 4 — AIRCRAFT REGISTRATION AND MARKING

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Part 4 — Aircraft Registration and Marking

4.1 GENERAL

4.1.1.1 APPLICABILITY

- (a) Part 4 prescribes the requirements for registration and marking of Civil Aircraft under the provisions of article 4, first paragraph of the Civil Aviation Act (Luchtvaartlandsverordening P.B. 2001, no. 151 as amended), article 5, second paragraph and article 8, first paragraph of the “Landsbesluit Toezicht Luchtvaart” (Government Decree on Civil Aviation Safety Oversight) (P.B. 2003, no. 56 as amended).

4.1.1.2 DEFINITIONS

- (a) Definitions are contained in Part 1.

4.1.1.3 ABBREVIATIONS

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

4.2 REGISTRATION REQUIREMENTS

4.2.1.1 GENERAL

- (a) No person may operate a civil aircraft that is eligible for registration under the laws of Curaçao unless it has been registered by its owner or operator under the provisions of the laws of Curaçao 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 the English language.
- (c) The certificate of aircraft registration will be issued by the Director of the Civil Aviation Authority and will be of a size determined by the Director of the Civil Aviation Authority.

4.2.1.2 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration if it is:
 - (1) Owned by:
 - (i) A citizen of Curaçao;
 - (ii) A corporation lawfully organized and doing business under the laws of Curaçao;
or
 - (2) Not registered under the laws of any other State.

4.2.1.3 APPLICATION

- (a) A person who wishes to register an aircraft in Curaçao 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;
 - i) If the applicant is a natural person as mentioned in article 3 paragraph 1 under a) of the Landsbesluit Toezicht Luchtvaart (Government Decree on Civil Aviation Safety Oversight: a recent (less than 6 months) certified copy of an entry in the Registry of Population shall be submitted;
 - ii) If the aircraft is owned by two or more natural persons as mentioned in article 3 paragraph 1 under a) of the Government Decree on Civil Aviation Safety Oversight, the following information shall be submitted:
 - a) Information as mentioned in 4.2.1.3.(a)(1)(i);
 - b) A signed statement of the owners declaring who will be appointed as the contact person.
 - iii) If the applicant is a legal person as mentioned in article 3 paragraph 1 under b) of the Government Decree on Civil Aviation Safety Oversight, the following information shall be submitted:
 - a) A recent (less than 6 months) certified copy of an entry in the commercial register of the Chamber of Commerce;
 - b) A certified copy of the articles of incorporation of the company.
 - iv) If the applicant is the holder of an aircraft, as indicated in article 3 of paragraph 2 of the Government Decree on Civil Aviation Safety Oversight, of which the owner is a foreigner or a foreign legal person, the following information shall be submitted:
 - a) A copy of the agreement between the owner and the holder;
 - b) A signed statement between the owner and the holder, declaring that the holder, pursuant to the Government Decree on Civil Aviation Safety Oversight, is accepting all obligations of the owner;
 - c) The holder (natural person) shall submit all information as mentioned under paragraphs 4.2.1.3.(a)(1)(ii) of this subpart;

- d) The owner (foreign natural person) shall submit the information under paragraph 4.2.1.3.(a)(1)(i) as mentioned in the Register of Population of his/her place of residence, the information under paragraph 4.2.1.3.(a)(1)(ii) of this subpart and a proof of good conduct;
 - e) The holder (legal person) shall submit all the information as mentioned under paragraph 4.2.1.3.(a)(1)(iii);
 - f) The owner (foreign legal person) shall submit all the information mentioned under paragraph 4.2.1.3(a)(1)(iii) under 5) as given by the Chamber of Commerce, (or equivalent entity) of his/her place of residence, the information mentioned in paragraph 4.2.1.3.(a)(1)(iii) under 6) of this subpart and a proof of good conduct/good standing of the shareholders mentioned in the stockholders register of the foreign legal person;
 - g) A written request, stating reasons to the Authority to admit registration.
 - v) An application for transference of an aircraft in the nationality register of Curaçao, shall be accompanied by a signed statement by the previous owner, declaring that the ownership of the aircraft has been transferred to applicant, mentioning the name, the residence and nationality of the applicant.
 - vi) With regard to the information concerning the applicant/holder of the aircraft that shall be submitted along with the application for the transfer of registration, the provisions under paragraphs 4.2.1.3.(a)(1) up to and including 4.2.1.3(a)(7) of this subpart are applicable.
- (2) Show evidence identifying ownership;
 - (3) Be signed in ink;
 - (4) Be submitted with evidence that all customs requirements have been met and fulfilled;
 - (5) Comply with the applicable registration fee which is ANG. 900,=;
 - (6) Be submitted with an excerpt of Chamber of Commerce, if applicable; and
 - (7) Be submitted with a proof of good conduct/good standing, if applicable.
- (b) Upon an applicant meeting all requirements for registration, a certificate of registration will be issued by the Authority.

4.2.1.4 AIRCRAFT REGISTRY

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

4.2.1.5 CLASSIFICATION OF AIRCRAFT

- (a) Aircraft shall be classified in accordance with the Table in IS: 4.2.1.5.
- (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 AND REGISTRATION MARKS

4.3.1.1 APPLICABILITY

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

4.3.1.2 GENERAL

- (a) No person may operate a civil aircraft registered in Curaçao 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 of Curaçao shall conform to the requirements outlined in Annex 7 to the Convention on International Civil Aviation. The nationality mark consists of the letters "PJ" and this is to be followed by a series of numbers or letters assigned by the Authority.
- (b) Unless otherwise authorised by the Authority, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks shall not be used which might be confused with the International Five Letter Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code or Distress Codes or other similar, urgent codes.
- (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.

4.3.1.3 DISPLAY OF MARKS: GENERAL

- (a) No person shall operate an aircraft in Curaçao unless it displays on that aircraft marks consisting of the Roman capital letters "PJ" denoting nationality of the Curaçao Registry, followed by the registration mark of the aircraft in Arabic numerals, Roman capital letters, or a combination thereof.

4.3.1.4 SIZE OF MARKS

- (a) No person shall operate an aircraft unless it displays marks on the aircraft meeting the size requirements of this section.
- (b) Height. The character marks shall be of equal height and on:
 - (1) Heavier-than-air aircraft shall be at least;

- (i) 50 centimeters high if on the wings; and
 - (ii) 30 centimeters high if on the fuselage (or equivalent structure) and vertical tail surfaces; or
 - (iii) Identified readily if the aircraft processes no wings and fuselage.
- (2) Lighter-than-air aircraft shall be at least 50 centimeters high.
 - (3) The character marks of other lighter-than-air aircraft that is not of sufficient size to accommodate marks of at least 50 centimeters high shall be determined by Authority, taking into account the size of the payload to which the identification plate is affixed.
- (c) Width. Characters shall be two-thirds as wide as they are high, except the number "1" and the letter "l", which shall be one-sixth as wide as it is high.
 - (d) Thickness. Characters shall be formed by solid lines one-sixth as thick as the character is high.
 - (e) Spacing. The space between each character may not be less than one-fourth of a character width.
 - (f) Uniformity. The marks required by this Part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.

4.3.1.5 LOCATION OF MARKS ON HEAVIER-THAN-AIR AIRCRAFT

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

4.3.1.6 LOCATION OF MARKS ON LIGHTER-THAN-AIR AIRCRAFT

- (a) Airships. No person shall operate an airship unless it displays marks on:
 - (1) The hull, located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or
 - (2) The horizontal and vertical stabilizers surfaces:
 - (i) For the horizontal stabilizer, located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; and
 - (ii) For the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
- (b) Lighter-than-air aircraft . No person shall operate any lighter-than-air aircraft unless it displays marks visible both from the sides and from the ground.

4.3.1.7 SPECIAL CASES FOR SIZE AND LOCATION OF MARKS

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

4.3.1.8 SALE OF AIRCRAFT: REMOVAL OF MARKS

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

4.3.1.9 IDENTIFICATION PLATE REQUIRED

- (a) No person shall operate an aircraft registered under the laws of Curaçao 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 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.

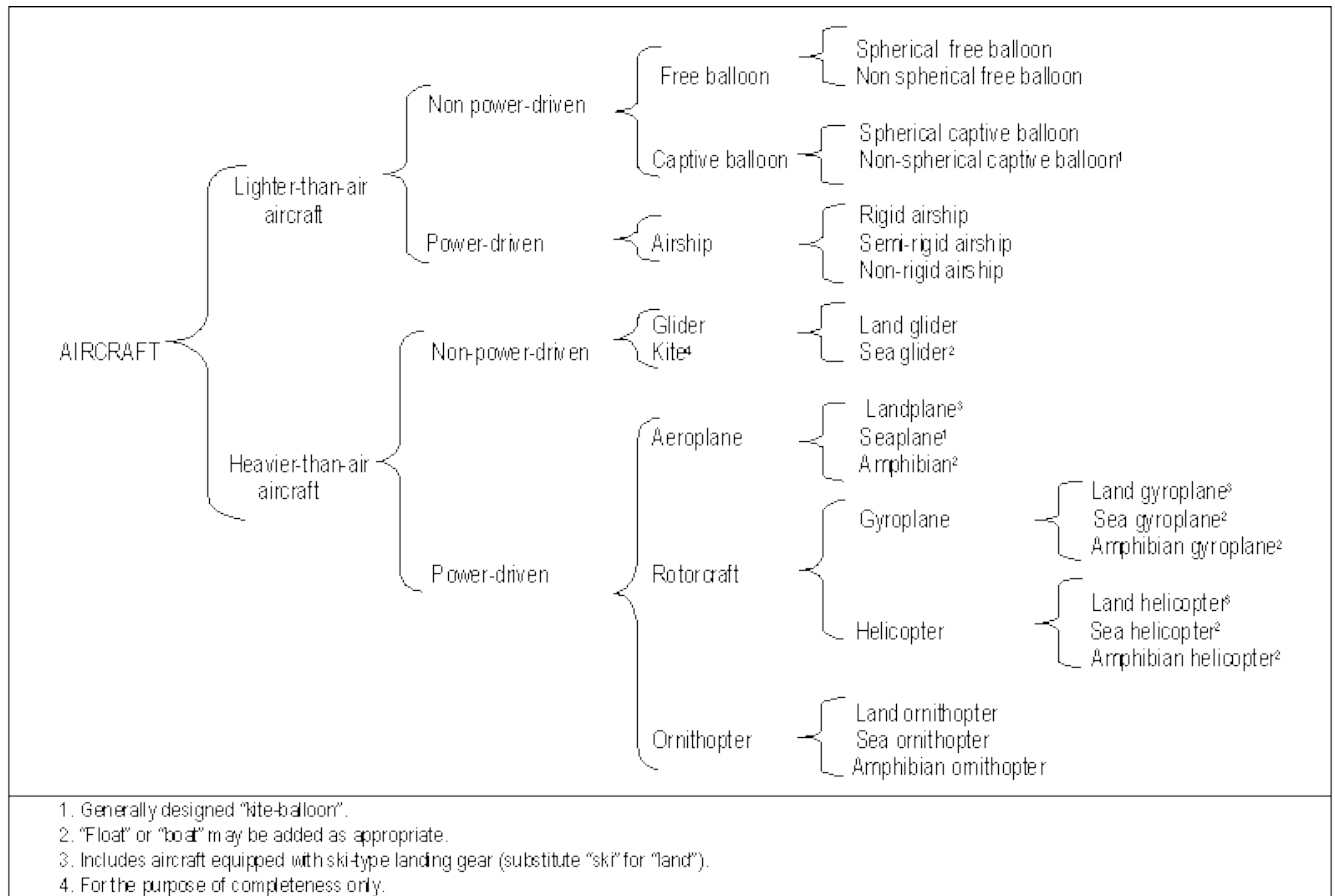
CURAÇAO CIVIL AVIATION REGULATIONS

PART 4 — IMPLEMENTING STANDARDS

Part 4 — IMPLEMENTING STANDARDS

IS 4.2.1.1 RESERVED

IS 4.2.1.5 CLASSIFICATION OF AIRCRAFT



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