FEDERATED STATES OF MICRONESIA

CIVIL AVIATION REGULATIONS

FSM

PART 4 — AIRCRAFT REGISTRATION AND MARKING

VERSION 2.8

AUGUST 2015

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AMENDMENTS

Location	Date	Description
Introduction	August 2006	Added text to denote references used.
Introduction	11/2012	Updated ICAO Amendment version used and made minor editorial
Table of Contents	August 2006	Edited titles to reflect text changes.
Table of Contents	11/2012	Updated to reflect new 4.2.1.5 and IS 4.2.1.5
4.1.1.1	August 2006	Added new item (b).
4.1.1.2	August 2006	Added to the definitions.
4.1.1.2	11/2012	Added new definition of remotely piloted aircraft. Edited Note.
4.1.1.2	11/2014	Moved definitions to MCAR Part 1
4.1.1.3	11/2012	Revised (a) to indicate new abbreviation of RPA.
4.2.1.1	August 2006	Added new items (b) and (c).
4.2.1.1	August 2009	Added note of clarification related to requirement to carry certificate of registration at all times
4.2.1.3	August 2006	Editorial change made to show that the Authority will issue the certificate of aircraft registration if there is no separate Directory of the Registry.
4.2.1.4	August 2006	New section added.
4.2.1.5	11/2012	New section added for classification of aircraft
4.3.1.2	August 2006	Item (a) Added “Authority” to end of second sentence. Item (b) Added “or other similar, urgent codes” to end of second sentence. Item (c) Added a new item (5).
4.3.1.3	August 2006	Added a new explanatory note.
4.3.1.3	11/2012	(a) Reworded sentence to place responsibility on operator and to clarify that the aircraft registration requirement applies to all operators of aircraft in FSM including foreign nationals.
4.3.1.4	August 2006	Item (b) Reworded to reflect heavier-than-air aircraft rather than fixed wing aircraft and added text on unmanned free balloons.
4.3.1.4	11/2012	(a) Reworded sentence to place responsibility on operator.
4.3.1.4(b)	11/2012	Combined previous (b) (1)-(3) and revised text; renumbered remaining items; added new text to renumbered (3)
4.3.1.5	August 2006	Title: Changed word “deviations” to “special cases.” Moved text from previous 4.3.1.3(b) to become a new item (c).
4.3.1.5	11/2012	(a) Reworded sentence to place responsibility on operator.
4.3.1.6	August 2006	Title: Changed fixed-wing to heavier than air and reworded item (a) and (b) to reflect change. Moved helicopter marking from previous 4.3.1.7 to 4.3.1.6.
4.3.1.6	11/2012	(a) – (e) reworded sentences to place responsibility on operator.
4.3.1.7	August 2006	Moved text to 4.3.1.6 and reserved section to avoid renumbering of remainder of Part 4.

Location	Date	Description
4.3.1.9	11/2012	(a) Reworded text to place responsibility on operator. (a)(3) sub-bulleted existing text and added new text
4.1.1.2(11)	9/1/06	Definition of heavier-than-air aircraft revised
4.1.1.3	9/1/06	Abbreviations of ADIZ and DEWIZ deleted as they became necessary due to changes to size of aircraft markings elsewhere
4.2.1.2(a)(1)	9/1/06	Eligibility of aircraft registration clarified to match the model law
4.2.1.3(b)	9/1/06	Deleted requirement for an aircraft registration fee to leave this to individual Civil Aviation Authorities to determine
4.2.1.4(1)	9/1/06	Deleted reference to citizenship and replaced with compliance with 4.2.1.2
4.3.1.2(b)	9/1/06	Added text to include the Q code
4.3.1.4(a)	9/1/06	Added text to include the owner
4.3.1.4(b)(3)	9/1/06	Changed FSM to Director of the Registry or Authority
4.3.1.4(b)	9/1/06	Reworded to mirror Annex 7 standard
4.3.1.5	9/1/06	Moved paragraph on Location of Marks on Heavier-than-Aircraft to here
4.3.1.6	9/1/06	Moved paragraph on Lighter-than-Air aircraft to here
4.3.1.7	9/1/06	Moved paragraph on Special Cases for Size and Location of Marks to here
4.3.1.8	9/1/06	Moved paragraph on Sale of Aircraft: Removal of Marks to here
4.3.1.9	9/1/06	Moved paragraph on Identification Plate Required to here
IS 4.2.1.1	August 2006	Added new IS to show certificate of aircraft registration
IS 4.2.1.1	11/2014	Made formatting changes to certificate of aircraft registration to more closely match the ICAO Annex 7 certificate
IS 4.2.1.5	11/2012	Added new IS to show table of aircraft classification

INTRODUCTION

Part 4 of the Model Regulations sets forth the requirements for registration of aircraft in FSM, 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 and is supplemented from the U.S. Code of Federal Regulations, Title 14 – Aeronautics and Space. Neither the European Aviation Safety Agency nor the Joint Aviation Authorities publish regulations for aircraft registration, leaving those to the individual member States.

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Part 4 — Aircraft Registration and Marking

4.1 GENERAL

Note 1: ICAO Annex 7 uses the term certificate of registration. For Part 4, the term certificate of aircraft registration is used to denote the same certificate as that is the term used by many States and further clarifies the certificate.

Note 2: Part 4 is written so that the owner of the aircraft is responsible for the aircraft registration, as contained in the Model Law. The owner, or operator of the aircraft if different from the owner, is responsible for proper marking of the aircraft prior to operation.

4.1.1.1 APPLICABILITY

(a) This part prescribes the requirements for registration and marking of Civil Aircraft under the provisions of the [APPLICABLE CIVIL AVIATION ACT].

(b) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

ICAO Annex 7: 10
14 CFR 45.1, 47.1

4.1.1.2 DEFINITIONS

(a) Definitions are contained in MCAR Part 1.

Note: Definitions in Annex 7 to the Convention on International Civil Aviation for common mark, common mark registering authority, and international operating agency have been added to Part 4 but are not used.

4.1.1.3 ABBREVIATIONS

(a) The following abbreviations are used in Part 4:

(1) RPA: Remotely piloted aircraft.

ICAO Annex 7: 1

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 FSM unless it has been registered by its owner or operator under the provisions of the laws of FSM 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 language of FSM and in English.

(c) The certificate of aircraft registration will be issued by the [Director of the Registry or Authority] in the form as contained in IS 4.2.1.1 and will be of a size determined by the [Director of the Registry or 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.

Chicago Convention, Articles 17, 18, 19, 29
ICAO Annex 7:8.1, 8.2
14CFR 47.3 (b)

4.2.1.2 REGISTRATION ELIGIBILITY

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

(1) Owned by:

(i) A citizen of FSM,

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

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

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

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

Chicago Convention, Article 18
14 CFR 47.3(a)

4.2.1.3 APPLICATION

(a) A person who wishes to register an aircraft in FSM must submit an application for aircraft registration to the [Director of the Registry or Authority] in a form and manner acceptable to the Authority. Each application shall—

(b) Certify as to compliance with 4.2.1.2;

(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 [Director of the Registry or Authority].

Chicago Convention, Article 19
14 CFR 47.5, 47.7

4.2.1.4 AIRCRAFT REGISTRY

(a) As required by the [LAW, Subchapter V], the Authority shall maintain an aircraft registry showing for each aircraft registered by FSM the information recorded on the certificate of aircraft registration and any other information required by the Authority.

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

Chicago Convention, Article 21
ICAO Annex 7: 7
14 CFR 47.1,

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.

ICAO Annex 7: 2.1; 2.2; 2.3

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 FSM.

ICAO Annex 7: 4.1
14 CFR 45.1

4.3.1.2 GENERAL

(a) No person may operate a civil aircraft registered in FSM 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 FSM 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 [Director of the Registry or Authority].

(b) Chicago Convention, Article 20

(c) ICAO Annex 7:3.1; 3.2; 3.3; 3.4; 3.5

(d) 14 CFR 45.21(a)

(e) 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.

Note: For reference to these codes see the currently effective International Telecommunications Regulations

ICAO Annex 7: 3.6
14 CFR: 45.21(b)

(a) 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.

ICAO Annex 7: 4.1
14 CFR: 45.21(c)

4.3.1.3 DISPLAY OF MARKS: GENERAL

(a) No person shall operate an aircraft in FSM 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.

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.

ICAO Annex 7: 3.3; 6.1;

14 CFR 45.23(a)

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 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.

(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.

ICAO Annex 7: 3.3.3; 4.2.3; 4.3.1; 4.3.2; 4.3.3; 5.1.1, 5.1.2; 5.1.3;, 5.2.1; 5.2.2; 5.2.3;
ICAO Annex 7: 6.2; 6.3; 6.4.
14 CFR 45.22(d); 45.29

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 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.

ICAO Annex 7: 4.3.1, 4.3.2
14 CFR 45.25

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) 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.

ICAO Annex 7: 4.2.1; 4.2.2; 4.2.3; 4.2.4; 4.2.5
14 CFR 45.27(b-d)

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.

ICAO Annex 7: 4.3.3; 5.1.3; 5.2.3
14 CFR: 45.22(d); 45.29

4.3.1.8 SALE OF AIRCRAFT: REMOVAL OF MARKS

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

14 CFR 45.33

4.3.1.9 IDENTIFICATION PLATE REQUIRED

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

ICAO Annex 7: 9.1; 9.2
14 CFR 45.11

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PART 4 — IMPLEMENTING STANDARDS

VERSIONS 2.8

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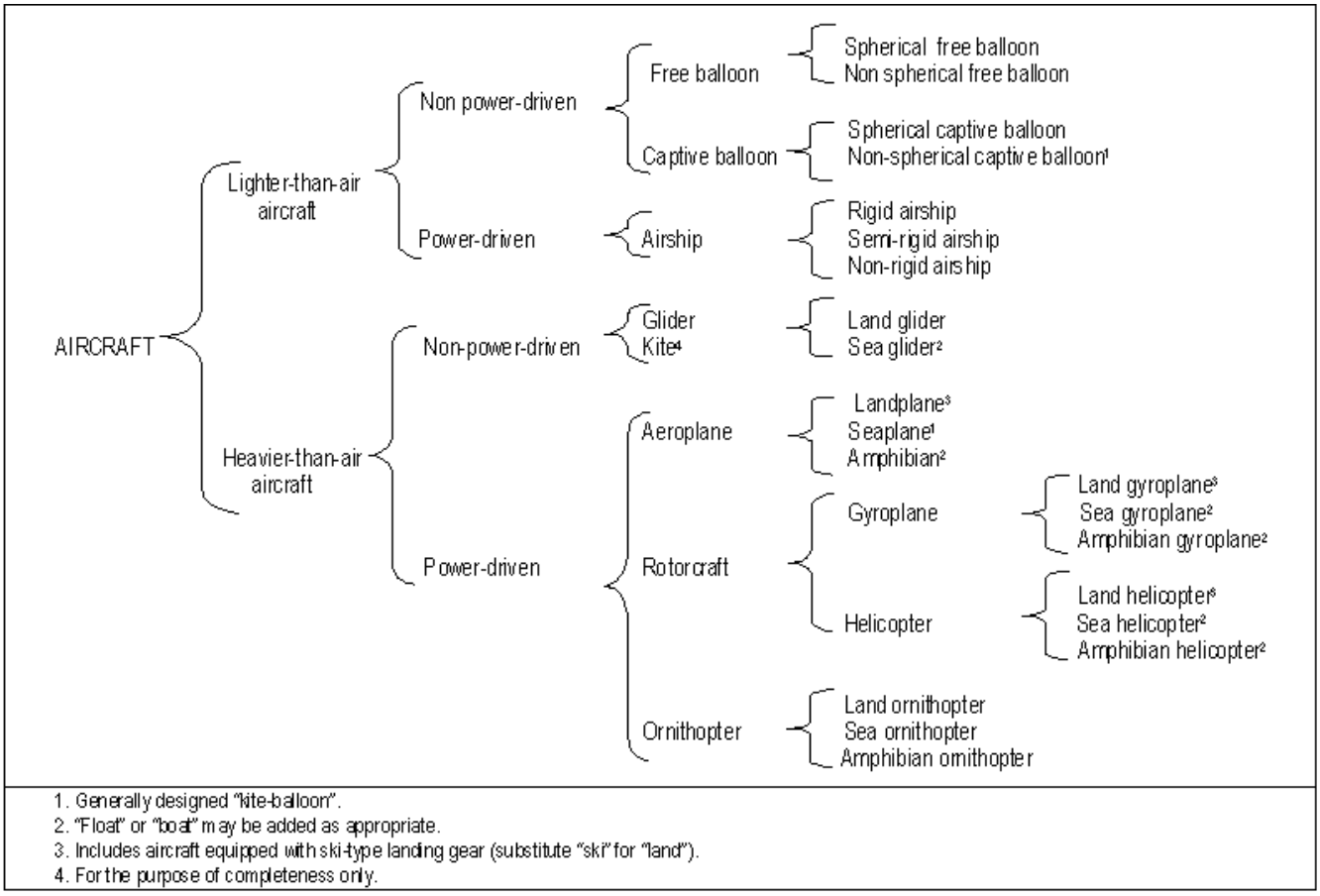
Part 4 — IMPLEMENTING STANDARDS

IS 4.2.1.1 CERTIFICATE OF AIRCRAFT REGISTRATION

(a) The certificate of aircraft registration issued by the [Director of the Registry or Authority] shall be as follows.

For CAA Use Only	FSM [CAA] [Ministry of Transport] **CERTIFICATE OF AIRCRAFT REGISTRATION**	For CAA Use Only
1. Nationality and registration mark _____ _____	2. Manufacturer and manufacturer's designation of aircraft _____ _____	3. Aircraft serial number: _____
4. Name of owner: _____ 5. Address of owner: _____ _____		
6. It is hereby certified that the above described aircraft has been duly entered on the [NAME OF REGISTRY] in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the [Law and Regulations of STATE]		
[Signature] _____		
Date of issue: ____dd/mm/yyyy_____		
For CAA Use Only		

IS 4.2.1.5 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.

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