



Public Authority for Civil Aviation

CAR-47

Civil Aviation Regulation

Aircraft Registration

and

Registration Markings

Effective 1st December 2019

Approved by: HE Dr. Mohamed bin Nasser Al-Zaabi (CEO)

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CAR-47

AMENDMENT RECORD LIST AND DATE OF APPLICABILITY

Revision No	Issue Date	Inserted By	Insertion Date	Date of Applicability
Revision 1	July 1 st , 2010			
Revision 2	July 16 th , 2018			
Revision 3	December 1 st 2019			

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Corrigendum of Amendments

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FOREWORD

- (a) The Civil Aviation Requirements for Aircraft Registration and Registration Markings have been issued by the Public Authority for Civil Aviation of Oman (hereinafter called the AUTHORITY) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- (b) This CAR-47 prescribes the requirements for Aircraft Registration and Registration Markings.
- (c) CAR-47 is based on the requirement contained in ICAO Annex 7.
- (d) This CAR-47 shall be effective after the approval of the CEO.
- (e) The editing practices used in this document are as follows:
 - (1) 'Shall' is used to indicate a mandatory requirement and may appear in CARs.
 - (2) 'Should' is used to indicate a recommendation
 - (3) 'May' is used to indicate discretion by the Authority, or the industry as appropriate.
 - (4) 'Will' indicates a mandatory requirement and is used to advise of action incumbent on the Authority.
- (f) This CAR-47 will be effective and to proceed the previous CAR 47 from the date of the signature of this regulation.

Note—The use of the male gender implies the female gender and vice versa.

Article 1

Objectives and scope

1. This Regulation establishes measures for ensuring the application of the standards and requirements for aircraft registration; the measures being mandatory in pursuance to the enabling Law, for the time being in force.
2. The provisions of this Regulation shall apply only to eligible civil aircraft in Sultanate of Oman.
3. This Regulation shall be known as CAR 47, and prescribes the requirements for aircraft Registration, Identification of Aircraft and Registration Markings.
4. The provision of this Regulation shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without payload.
5. All Omani Aircraft shall hold a Type Certificate in accordance to provision of CAR 21.

Article 2

Definitions

The terms and meanings used under International Standards 1 Definitions of Annex 7 as amended to the Convention on International Civil Aviation of 1944 shall be the same terms and meanings used in this Regulation and they are fully reflected in CAR 1: Definitions and Abbreviations.

Article 3

Waiver or exemption

1. Waiver or exemption may be issued by the Authority (PACA) to any technical requirements contained in this Regulation under this Article, providing that, such a waiver or exemption shall only be applicable to that particular technical requirement. When such waiver or exemption is granted, it shall be deemed to have been issued under the Civil Aviation Law and in accordance with the established regulations and ensuing procedures.
2. For the purpose of this Article, no waiver or exemption shall be granted to any provisions pertaining to offences, violations or acts committed against any mandatory provisions of the Civil Aviation Law and from those that prescribed enforcements and penalties.
3. No waiver or exemption shall be granted to any provision or requirements of this Regulation that may invalidate any international treaties or bilateral agreements entered into by the Sultanate of Oman.

Article 4

Amendment and revision

1. Revision may be made by the Authority to the technical requirements and administrative procedures contained in this Regulation resulting from any future International Standards changes in the airworthiness related Annexes in ICAO that the Authority may adopt.
2. When such revision is made, the Authority shall ensure that the aeronautical industry shall be made aware of such revision in accordance with the Civil Aviation Regulation Change Procedures or process that the Authority may establish.
3. By derogation from paragraph 1 and 2, the Authority may however, amend, revise, supersede, revoke or cancel this Regulation in CAR 47 or in whole in accordance with established Civil Aviation Regulation Change Procedures.

Article 5

Certificate of registration requirements

1. All Certificates of aircraft registration are issued only in an English language.
2. Each aircraft registered in Oman must carry on board the certificate of registration.

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SUBPART A - GENERAL PROVISIONS

CAR 47.0 General

For the purpose of this CAR,

The requirements for

- (a) Aircraft Registration and Registration Markings requirements are contained in this regulation. Compliance with this regulation is mandatory;
- (b) The administrative procedures shall be followed by the Authority in the implementation of the requirements under this Regulation.

CAR 47.1 Scope

This Subpart establishes the general provisions for aircraft registration in the Sultanate of Oman.

CAR 47.2 Eligibility and Registration required

CAR 47.2-1 Registration required

1. An aircraft shall not fly in or over the Sultanate of Oman unless it is registered in:
 - (a) The Sultanate of Oman; or
 - (b) A Contracting State to the ICAO; or
 - (c) some other country in relation to which there is in force an agreement between the Government of the Sultanate of Oman and the Government of that country which makes provisions for the flight over the Sultanate of Oman of aircraft registered in that country; or
2. A glider without motor powered may fly unregistered on any flight which:
 - (a) Begins and ends in the Sultanate of Oman in approved areas by relevant authorities without passing over any other country, and
 - (b) Is not for the purpose of public transport or aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club of which the person receiving the instruction or undergoing the test are both members;
3. Paragraph (1) shall not apply to any kite or captive balloon.

CAR 47.2-2 Eligibility

1. An aircraft shall be eligible for registration if,
 - (a) it is
 - (i) Owned by the Government of Sultanate of Oman; or
 - (ii) Owned by a National of the State of Sultanate of Oman; or
 - (iii) owned by a citizen of the Sultanate of Oman or by an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the Sultanate of Oman; or

- (iv) owned by a corporation (other than a corporation which is a citizen of the Sultanate of Oman) lawfully organised and doing business under the laws of the Sultanate of Oman so long as such aircraft is based and primarily;
 - (b) it is
 - (i) not registered under the laws of any foreign country; and
 - (ii) of a type eligible for an issue of certificate of airworthiness.
 - (c) If an aircraft is owned by a body incorporated in a foreign country and leased to a National, or a body incorporated and having its principal place of business in the State of Sultanate of Oman, or the Government, the Authority may register the aircraft in the name of the owner, upon being satisfied that the lease agreement is acceptable in accordance with paragraph (4); the aircraft is not registered under the laws of any foreign country; and it is of a type eligible for an issue of certificate of airworthiness, and subject to the provisions of this Part, the aircraft may remain so registered during the continuation of the lease agreement.
 - (d) For the purpose of paragraph (3), an aircraft lease agreement may be accepted by the Authority, if it is determined that the continuing airworthiness requirements of the aircraft are ensured under the terms and conditions of the lease agreement. The lease agreement shall ensure that:
 - (i) The lessor and the lessee are properly identified;
 - (ii) The aircraft subject to the lease agreement is identified by aircraft make, model and manufacturer's serial number;
 - (iii) The effective dates of the lease are properly identified;
 - (iv) The person having operational control is the lessee;
 - (v) The Sultanate of Oman is identified as the State of Registry;
 - (vi) The aircraft will be maintained and the responsibilities for the accomplishment of maintenance and for keeping the aircraft maintenance records are in accordance with the Sultanate of Oman implementing rules on continuing airworthiness; and
 - (vii) The maintenance/inspection programme that will be utilised is approved by the Authority.
2. No person may operate on aircraft that is eligible for registration unless the aircraft has been registered by its owner;
- (a) PACA will not allow to the registration of aircraft designated for operations of passenger transportation purpose older than ten (10) years from the date of first registration in Civil Aircraft Registry of any contracting state and as maximum fifteen (15) years old for cargo aircraft.

CAR 47.3 Applicants

1. A person who wishes to register an aircraft in the Sultanate of Oman must submit an application established by the Authority for aircraft registration under this CAR.
2. An aircraft may be registered only by and in the legal name of its owner.
3. In this CAR "owner" includes a buyer in possession, a Bailee in possession, or a lessee in possession of an aircraft under a contract and the assignee of that person.
4. The person to whom the aircraft is registered shall be known as the registered owner.

5. The “legal owner” shall be the person who can otherwise prove legal title to the aircraft and thereby having rights protected by the Geneva Convention.
6. The registration under this CAR is not evidence of ownership of aircraft in any proceeding in which ownership by a particular person is in issue. The Authority does not issue any certificate of ownership or endorse any information with respect to ownership on a Certificate of Registration. The Authority issues a Certificate of Registration to the person who appears to be the owner on the basis of the evidence of ownership submitted pursuant to CAR-47.5 with the application for aircraft registration, or recorded in the national civil aircraft register.

CAR 47.4 Omani citizens and resident aliens.

1. Omani citizens:
An applicant for aircraft registration under this CAR who is an Omani citizen must certify to this in the application.
2. Resident aliens:
An applicant for aircraft registration who is a resident alien must furnish a representation of permanent residence and the applicant’s alien registration number issued by the Royal Oman Police.
3. Trustees:
An applicant for aircraft registration that holds legal title to an aircraft in trust must comply with the following requirements:
 - (a) Each trustee must be either an Omani citizen or a resident alien.
 - (b) The applicant must submit with the application
 - (i) A copy of each document legally affecting a relationship under the trust;
 - (ii) If each beneficiary under the trust, including each person whose security interest in the aircraft is incorporated in the trust, is either an Omani citizen or a resident alien, an affidavit by the applicant to that effect; and
 - (iii) If any beneficiary under the trust, including any person whose security interest in the aircraft is incorporated in the trust, is not an Omani citizen or resident alien, an affidavit from each trustee stating that the trustee is not aware of any reason, situation, or relationship (involving beneficiaries or other persons who are not Omani citizens or resident aliens) as a result of which those persons together would have more than twenty-five (25) percent of the aggregate power to influence or limit the exercise of the trustee’s Authority.
 - (c) If persons who are neither Omani citizens nor resident aliens have the power to direct or remove a trustee, either directly or indirectly through the control of another person, the trust instrument must provide that those persons together may not have more than twenty-five (25) percent of the aggregate power to direct or remove a trustee. Nothing in this paragraph prevents those persons from having more than twenty-five (25) percent of the beneficial interest in the trust.
4. Partnerships:
A partnership may apply for a Certificate of Aircraft Registration only if each partner, whether a general or limited partner, is a citizen of the Sultanate of Oman. Nothing in this section makes ineligible for registration an aircraft which is not owned as a partnership asset but is co-owned by:

- (a) Resident aliens; or
- (b) One or more resident aliens and one or more Omani citizens.

CAR 47.5 Evidence of ownership

Except as provided in CAR-47.14 and CAR-47.15, each person who submits an Application for Aircraft Registration under this CAR must also submit the required evidence of ownership, as follows:

1. The buyer in possession, the Bailee, or the lessee of an aircraft under a contract must submit the contract. The assignee under a contract must submit both the contract (unless it is already recorded at the Authority Aircraft Registry), and his assignment from the original buyer, Bailee, lessee, or prior assignee.
2. The reposessor of an aircraft must submit:
 - (1) A certificate of repossession or its equivalent, signed by the applicant and stating that the aircraft was repossessed or otherwise seized under the security agreement involved and applicable local law;
 - (2) The security agreement (unless it is already recorded at the Authority's Aircraft Registry), or a certified copy thereof as true under and
 - (3) When repossession was through foreclosure proceedings resulting in sale, a bill of sale signed by the authorised person who conducted the sale, and stating that the sale was made under applicable local law.
3. The buyer of an aircraft at a judicial sale, or at a sale to satisfy a lien or charge must submit a bill of sale signed by the authorised person who conducted the sale, and stating that the sale was made under applicable local law.
4. The owner of an aircraft, the title to which has been in controversy and has been determined by a court, must submit a certified copy of the decision of the court.
5. The executor or administrator of the state of the deceased former owner of an aircraft must submit a certified copy of the letters testamentary or letters of administration appointing him executor or administrator. The Certificate of Aircraft Registration is issued to the applicant as executor or administrator.
6. The buyer of an aircraft from the state of a deceased former owner must submit both a bill of sale, signed for the state by the executor or administrator, and a certified copy of the letters testamentary or letters of administration. When no executor or administrator has been or is to be appointed, the applicant must submit both a bill of sale, signed by the heir-at-law of the deceased former owner, and an affidavit of the heir-at-law stating that no application for appointment of an executor or administrator has been made that so far as he can determine none will be made, and that he is the person entitled to, or having the right to dispose of, the aircraft under applicable local law.
7. The guardian of another person's property that includes an aircraft must submit a certified copy of the order of the court appointing him guardian. The Certificate of Aircraft Registration is issued to the applicant as guardian.

CAR 47.6 Reserved**CAR 47.7 Signatures and instruments made by representatives**

1. Each signature on an application for aircraft registration, or request of cancellation of a certificate of registration, or a document submitted as supporting evidence under this Part, must be in ink.
2. When one or more persons doing business under a trade name submits an application for aircraft registration or a request for cancellation of a certificate of registration, the application or request must be signed by, or in behalf of each person who shares title to the aircraft.
3. When an agent submits an application for aircraft registration or a request for cancellation of a certificate of registration in behalf of the owner, he must:
 - (a) State the name of the owner on the application or request;
 - (b) Sign as agent or attorney-in-fact on the application or request; and
 - (c) Submit a signed power of attorney, or true copy thereof with the application or request.
4. When a corporation submits an application for aircraft registration or a request for cancellation of a certificate of registration, whether it is the owner of the aircraft or in the case of aircraft which is a subject of a lease agreement, it is acting for and in behalf of the lessee, it must:
 - (a) Have an authorized person sign the application or request;
 - (b) Show the title of the signer's office on the application or request; and
 - (c) Submit a copy of the authorization from the board of directors to sign for the corporation, certified as true by a corporate officer or other person in a management position therein, with the application or request, unless:
 - (i) The signer is a corporate officer or other person in a managerial position in the corporation and the title of his office is stated in connection with his signature; or
 - (ii) A valid authorisation to sign is on file at the Authority Aircraft Registry.
5. When a partnership submits an application for aircraft registration or a request for cancellation of a certificate of registration, it must:
 - (a) State the full name of the partnership on the application or request;
 - (b) State the name of each general partner on the application or request; and
 - (c) Have a general partner sign the application or request.
6. When co-owners, who are not engaged in business as partners, submit an application for aircraft registration or a request for cancellation of certificate of registration, each person who shares title to the aircraft under the arrangement must sign the application or request.
7. A power of attorney or other evidence of a person's authority to sign for another, submitted under this part, is valid for the purposes of this Part, unless sooner revoked, until:
 - (a) Its expiration date stated therein; or
 - (b) If an expiration date is not stated therein, for not more than 3 years after the date:

- (i) It is signed; or
- (ii) The grantor (a corporate officer or other person in a management position therein, where the grantor is a corporation) certifies in writing that the authority to sign shown by the power of attorney or other evidence is still in effect.

CAR 47.8 Assignment of registration marks

1. Aircraft not previously registered anywhere;
The applicant must obtain the Sultanate of Oman registration mark from the Authority by request in writing describing the aircraft by make, type, series, and serial number (or, if it is amateur-built, as provided in CAR47.14(2)) and stating that the aircraft has not previously been registered anywhere. If the aircraft was bought into the Sultanate of Oman from a foreign country, the applicant must submit evidence that the aircraft has never been registered in a foreign country.
2. Aircraft last previously registered in the Sultanate of Oman;
Unless the applicant applies for a different registration mark, he must indicate the Sultanate of Oman registration mark that is already assigned to the aircraft on his application and the supporting evidence.
3. Aircraft last previously registered in or imported from a foreign country;
Whether or not the foreign registration has ended, the applicant must obtain a Sultanate of Oman registration mark from the Authority for an aircraft last previously registered in a foreign country, by request in writing describing the aircraft by make, type, series and serial number, accompanied by:
 - (a) Evidence of termination of foreign registration or non-registration, in the case of newly manufactured aircraft.
 - (b) If foreign registration has not ended, the applicant's written confirmation that the Sultanate of Oman registration mark will not be placed on the aircraft until foreign registration has ended.

Authority to use the identification marks obtained under paragraphs (2) or (4) of this section expires ninety (90) days after the date it is issued unless the applicant submits an Aircraft Registration Application, and complies with CAR-47.14 or CAR-47.16, as applicable, within that period of time. However, the applicant may obtain an extension of this ninety (90) day period from the Authority (PACA) if he shows that his delay in complying with that section is due to circumstances beyond his control.

4. Any unassigned Omani identification mark may be assigned as a special identification mark. An applicant who wants a special identification mark or wants to change the identification mark of his aircraft may apply for it, to the Authority (PACA). The fee required must accompany the application.

CAR 47.9 Fees

Fees for the issue of the Certificate of Registration and for recording of the various documents in the National Register for Civil Aircraft are stipulated in CAN 1-06 (fees schedule) and the calculation is based on Maximum Permissible Ramp Weight (MPRW).

CAR 47.10 Civil aircraft register

Each aircraft issued with a certificate of registration under this CAR must be recorded in civil aircraft register which shall be kept updated and maintained by the Authority with the following particulars:

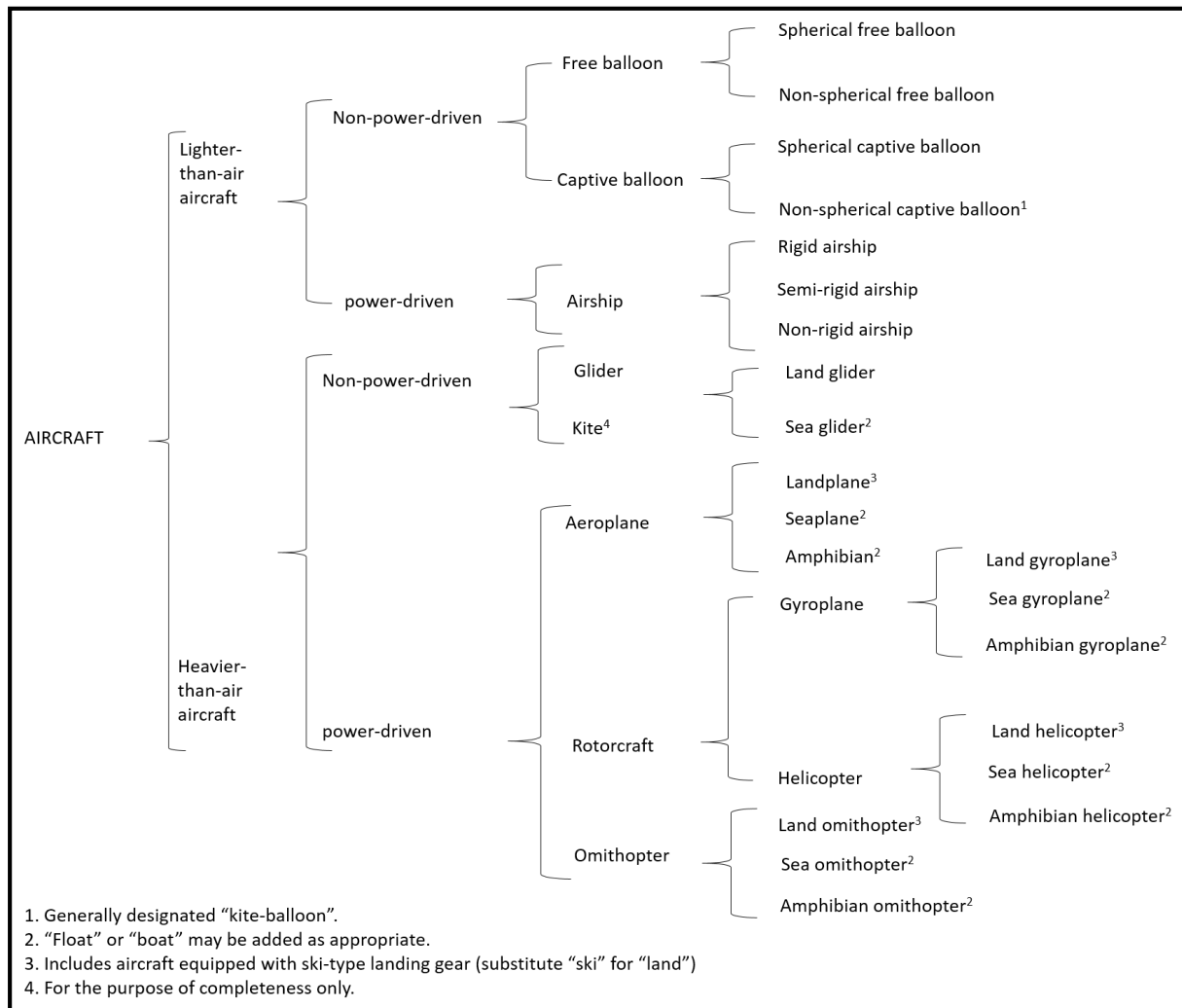
1. The number of the certificate issued to it;
2. The nationality mark of the aircraft and the registration mark assigned to it by the Authority;
3. The name of the manufacturer of the aircraft and its designation;
4. The serial number of the aircraft; and
5. The name and address of the owner; and
6. If the aircraft is the subject of a lease agreement accepted by the Authority, the name and address of the lessor and lessee operator.

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.

CAR 47.11 Table of general classification of aircraft

1. Aircraft shall be classified in accordance with Table 1.
2. An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
3. Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

Table 1: Classification of aircraft



SUBPART B - CERTIFICATES OF REGISTRATION

CAR 47.12 Scope

This Subpart establishes the requirements for the issue of certificates of registration.

CAR 47.13 Application

Each applicant for a certificate of registration must submit the following to the Authority:

1. A completed and signed application form established by PACA;
2. Evidence of ownership required under CAR-47.5;
3. Such particulars relating to the aircraft to include but not limited to:
 - (a) The proper description of the aircraft according to the 'General Classification of Aircraft' set forth in CAR-47.11;
 - (b) A copy of the aircraft type certificate and associated type certificate data sheet;
 - (c) The deregistration confirmation by the official having jurisdiction over national aircraft registry of the foreign country where the aircraft was last previously registered or the non-registration confirmation by the competent authority of the State of Design, stating the date and time of the removal of the aircraft from its civil aircraft register and the recorded liens against the aircraft, if any;
 - (d) If the aircraft is imported from a foreign country, a copy of the foreign export certificate of airworthiness or equivalent document; and
4. Payment of appropriate fee as per CAR 47.9.

CAR 47.14 Aircraft not previously registered anywhere

1. A person who is the owner of an aircraft that has not been registered in pursuance, under other law of the Sultanate of Oman, or under foreign law, may register it under this CAR if he:
 - (a) Complies with the provisions of CAR-47.2, 47.5, 47.7, 47.8 and 47.9, as applicable; and
 - (b) Submits with his application a certified true copy of the aircraft bill of sale, signed by the seller, an equivalent bill of sale, or other evidence of ownership authorised by CAR-47.5.
2. The owner of an amateur-built aircraft who applies for registration under paragraph (1) must describe the aircraft by class (airplane, rotorcraft, glider, or balloon), serial number, number of seats, type of engine installed, (reciprocating, turbo-propeller, turbojet, or other), number of engines installed, and make, model, and serial number of each engine installed; and must state whether the aircraft is built for land or water operation. Also, he must submit as evidence of ownership an affidavit giving the Omani identification mark and stating that the aircraft was built from parts and that he is the owner. If he built the aircraft from a kit, the applicant must also submit a bill of sale from the manufacturer of the kit.
3. The owner, other than the holder of the type certificate, of an aircraft that he assembles from parts to conform to the approved type design, must describe the aircraft and engine in the

manner required by paragraph (2) of this section, and also submit evidence of ownership satisfactory to the Authority, such as bills of sale, for all major components of the aircraft.

CAR 47.15 Aircraft last previously registered in the Sultanate of Oman

1. A person who is the owner of an aircraft last previously registered under the Civil Aviation Law as amendment, may register it under this CAR if he Complies with the provisions of CAR-47.2, 47.5, 47.7, 47.8 and 47.9 as applicable; and submits with his application the aircraft bill of sale signed by the seller or an equivalent conveyance, or other evidence of ownership compliant with the provisions of CAR-47.5:
 - (a) If the applicant bought the aircraft from the last registered owner, the conveyance must be from that owner to the applicant.
 - (b) If the applicant did not buy the aircraft from the last registered owner, he must submit conveyances or other instruments showing consecutive transactions from the last registered owner through each intervening owner to the applicant.
2. If, for good reasons, the applicant cannot produce the evidence of ownership required by paragraph (1) of this CAR, he must submit other evidence that is satisfactory to the Authority. This other evidence may be an affidavit stating why he cannot produce the required evidence, accompanied by whatever further evidence is available to prove the transaction.

CAR 47.16 Aircraft last previously registered in or imported from a foreign country

1. A person who is the owner of an aircraft last previously registered under the law of a foreign country may register it under this CAR if he:
 - (a) Complies with the provisions of CAR-47.2, 47.5, 47.7, 47.8 and 47.9, as applicable; and
 - (b) Submits with his application a certified true copy of the aircraft bill of sale from the foreign seller or other evidence satisfactory to the Authority that he owns the aircraft; and
 - (c) Submits evidence satisfactory to the Authority that:
 - (i) If the country in which the aircraft was registered has not ratified the Convention on the International Recognition of Rights in Aircraft, the foreign registration has ended or is invalid; or
 - (ii) If that country has ratified the convention, the foreign registration has ended or is invalid, and each holder of a recorded right against the aircraft has been satisfied or has consented to the transfer, or ownership in the country of export has been ended by a sale in execution under the terms of the convention.
2. For the purposes of this CAR, satisfactory evidence of termination of the foreign registration may be:
 - (a) A statement, by the official having jurisdiction over national aircraft registry of the foreign country, that the registration has ended or is invalid, and showing the official's name and title and describing the aircraft by make, type, series, and serial number; or
 - (b) A final judgment or decree of a court of competent jurisdiction of the foreign country, determining that, under the laws of that country, the registration has become invalid.

CAR 47.17 Effective date of registration

Except for an aircraft last previously registered in a foreign country, an aircraft is registered under this subpart on the date and at the time the DGCAR issues the certificate of registration, after the documents required under CAR47.14 and CAR47.15 have been received and examined.

CAR 47.18 Duration and return of certificate

1. Each Certificate of Aircraft Registration issued by the Authority (PACA) under this subpart is effective, unless suspended or revoked, or until the date upon which:
 - (a) Subject to the Convention on the International Recognition of Rights in Aircraft when applicable, the aircraft is registered under the laws of a foreign country;
 - (b) The registration is cancelled at the written request of the holder of the certificate;
 - (c) The aircraft is totally destroyed or scrapped;
 - (d) Ownership of the aircraft is transferred;
 - (e) The holder of the certificate loses his Omani citizenship;
 - (f) 30 days have elapsed since the death of the holder of the certificate;
 - (g) The owner, if an individual who is not a citizen of the Sultanate of Oman, loses status as a resident alien, unless that person becomes a citizen of the Sultanate of Oman at the same time; or
 - (h) If the owner is a corporation other than a corporation which is a citizen of the Sultanate of Oman – The corporation ceases to be lawfully organised and doing business under the laws of the Sultanate of Oman; or
 - (i) If the trustee in whose name the aircraft is registered:
 - (i) Loses Omani citizenship;
 - (ii) Loses status as a resident alien and does not become a citizen of the Sultanate of Oman at the same time; or
 - (iii) In any manner ceases to act as trustee and is not immediately replaced by another who meets the requirements of CAR 47.4-3C.
2. The Certificate of Aircraft Registration, must be returned to the Authority's Aircraft Registry
 - (a) In case of registration under the laws of a foreign country, by the person who was the owner of the aircraft before foreign registration;
 - (b) Within 60 days after the death of the holder of the certificate, by the administrator or executor of his estate, or by his heir-at-law if no administrator or executor has been or is to be appointed; OR
 - (c) Upon the termination of the registration by the holder of the Certificate of Aircraft Registration in all other cases mentioned in paragraph (a) of this section.

CAR 47.19 Invalid registration

1. The registration of an aircraft is invalid if, at the time it is made:
 - (a) The aircraft is registered in a foreign country;
 - (b) The applicant is not the owner; or
 - (c) The applicant is not qualified to submit an application under this CAR; or
 - (d) The interest of the applicant in the aircraft was created by a transaction that was not entered into in good faith, but rather was made to avoid (with or without the owner's knowledge) compliance with this Regulation.

2. If the registration of an aircraft is invalid under paragraph (1) of this section, the holder of the invalid certificate of registration shall return it as soon as possible to the Authority (PACA).

CAR 47.20 Change of address

Within 30 days after any change of his permanent mailing address, the holder of a certificate of registration for an aircraft shall notify the Authority of his new address. A revised certificate of registration is then issued as per CAN 1-06. (Fees schedule).

CAR 47.21 Cancellation of certificate for export purpose

1. The holder of a certificate of registration who wishes to cancel the certificate of registration for the purpose of export must submit the followings to the Authority:
 - (a) A written request for cancellation of the certificate describing the aircraft by make, type, series, and serial number, stating the Sultanate of Oman registration mark and the country to which the aircraft will be exported; and
 - (b) Evidence satisfactory to the Authority that each holder of a recorded right has been satisfied or has consented to the transfer.
2. The Authority notifies the country to which the aircraft is to be exported of the cancellation by ordinary mail, or by airmail at the owner's request. The owner must arrange and pay for the transmission of this notice by means other than ordinary mail or airmail.

CAR 47.22 Replacement of certificate

1. If the certificate of registration is lost, stolen, or mutilated, the holder of the certificate of registration may apply to the Authority for a duplicate certificate, accompanying his application with the fee required by CAR 47.9.
2. If the holder has applied and has paid the fee for a duplicate Certificate of Aircraft Registration and needs to operate his aircraft before receiving it, he may request a temporary certificate. The Authority Aircraft Registry issues a temporary certificate, by a collect telegram to be carried in the aircraft. This temporary certificate is valid until he receives the duplicate Certificate of Aircraft Registration.

CAR 47.23 Responsibility of the holder

1. The holder of the certificate of registration shall retain and maintain the relevant record associated with the aircraft registration whilst the aircraft remain in the national civil aircraft register.
2. The holder of the certificate of registration, or in the case of an aircraft which is subject to a lease agreement accepted by the Authority, the lessor operator, shall ensure that the certificate of registration is carried on board the aircraft at all times and shall not be mutilated, disfigured or defaced by any person.

3. The holder of the certificate of registration, or in the case of an aircraft which is subject to a lease agreement accepted by the Authority, the lessor operator, shall afford the Authority or its authorized person unrestricted access to aircraft and its relevant records or documents at the location where it can be inspected and examined when required.
4. In all cases, compliance with the provisions of this CAR.

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SUBPART C - (NOT USED)**CAR 47.24 Reserved****SUBPART D - NATIONALITY AND REGISTRATION MARKS****CAR 47.25 Scope**

This Subpart establishes the standards of nationality and registration marks for aircraft.

CAR 47.26 Nationality and registration marks required

1. An aircraft (other than an aircraft permitted by or under this Regulation to fly without being registered in accordance with the provisions of CAR 47.2-1 and of CAR 47.2-2 shall not fly unless it bears painted thereon or affixed thereto, in a manner required by law of Sultanate of Oman or the country in which it is registered, the nationality and registration marks required by that law.
2. The marks to be borne by an aircraft registered in the Sultanate of Oman shall comply with the provisions of CAR 47.28.
3. An aircraft shall not bear any marks which purport to indicate:
 - (a) That the aircraft is registered in a country in which it is not in fact registered;
 - (b) That the aircraft is a State aircraft of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has authorised the bearing of such marks.

CAR 47.27 Reserved**CAR 47.28 Aircraft registered in the Sultanate of Oman**

1. **Nationality and registration marks**
 - (a) The nationality mark and registration mark shall consist of a group of characters without ornamentation. The Sultanate Oman's nationality mark shall be the capital letter "A" in Roman character followed by Arabic number "4" and Roman character "O". The Nationality mark shall precede the registration mark.
 - (b) The registration mark of Sultanate of Oman registered aircraft shall:
 - (i) be assigned by the PACA Aircraft Register; and
 - (ii) be a group of two or three capital letters in Roman characters preceded by a hyphen from the nationality mark; and
 - (iii) have no combination which might be confused with:
 - A. The five-letter combinations used in the International Code of Signals, Part II,
 - B. The three-letter combinations beginning with Q used in the Q Code, and

- C. The distress signal SOS, or other similar urgent signals for example XXX, PAN and TTT.

Note: For paragraph (b)(iii)(C) reference to these codes, see the currently effective International Telecommunications Regulation.

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. The nationality and registration mark shall be notified to the International Civil Aviation Organization.

The nationality and registration marks shall be:

- (i) displayed to the best advantage, taking into consideration the constructional features of the aircraft.
 - (ii) kept clean and visible at all the times
 - (iii) painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence in the manner specified in this paragraph.
 - (iv) displayed to the best possible advantage considering the contrast in color with the background of the color of the aircraft and having regard to the construction or features of the aircraft;
 - (v) formed by solid legible lines and painted on the aircraft or affixed thereto by any other means ensuring a similar degree of permanence; and
 - (vi) Their letters and numbers in each separate group of nationality and registration marks shall be of equal height and they, and the hyphen, shall all be of the same single color which shall contrast with the background on which they appear.
- (c) The nationality and registration marks shall also be inscribed, together with the name and address of the registered owner of the aircraft, on a fire-proof metal plate affixed:
- (i) in the case of an aeroplane having an empty weight not exceeding 150 kg either in accordance with paragraph (ii) or in a prominent position to the wing; or
 - (ii) in the case of any other aircraft in a prominent position on the fuselage or car or basket, as the case may be, and near to the main entrance to the aircraft; or
 - (iii) in the case of an unmanned free balloon, affixed conspicuously to the payload. The identification plate shall also include name of the aircraft owner and operator.
 - (iv) 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.
- (d) The aircraft owner is responsible to ensure that the identification plate referred in paragraph (c) is affixed on the aircraft. The identification plate shall never be replaced unless any of the particulars engraved on it are changed.

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 Organisation.*

2. Position and size of Marks

- (a) The position and size of marks on heavier than air aircraft (excluding kites) shall be as follows:
- (i) on the horizontal surfaces of the wings:
 - A. On aircraft having a fixed wing surface, the marks shall appear on the lower surface of the wing structure and shall be located on the left half of the lower

surface of the wing structure unless they extend across the whole surface of the wing structure. So far as 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 towards the leading edge of the wing;

- B. the height of the letters and the number shall be:
 - 1) subject to sub-paragraph 2): at least 50 centimeters;
 - 2) if the wings are not large enough for the marks to be 50 centimeters in height, marks of the greatest height practicable in the circumstances;
- (ii) on the fuselage (or equivalent structure) and vertical tail surface:
 - A. the marks shall also appear either:
 - 1) on each side of the fuselage (or equivalent structure) between the wings and the tail surface; or
 - 2) on the upper halves of the vertical tail surfaces on the vertical tail surfaces and the height of the marks shall be at least 30 Centimeters;
 - B. when located on a single vertical tail surface, the marks shall appear on both sides. When located on multi-vertical tail surfaces, the marks shall appear on the outboard sides of the outer-surfaces. Subject to sub-paragraph (D) and (E) below, the height of the letters and the number constituting each group of marks shall be at least 30 Centimeters;
 - C. if one of the surfaces authorised for displaying the required marks is large enough for those marks to be 30 centimeters in height and the other is not, marks of 30 centimeters in height shall be placed on the largest authorised surface;
 - D. if either authorised surface is large enough for marks of 30 centimeters in height (whilst complying with sub-paragraph (E) below), marks of the greatest height practicable in the circumstances shall be displayed on the larger of the two-authorised surfaces;
 - E. the marks on the vertical tail surfaces shall be such as to have a margin of at least centimeters along each side of the vertical tail surfaces;
 - F. on rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the side of the fuselage (or equivalent structure) is less than 30 centimeters, the marks shall also appear on the lower surface of the fuselage as close to the line of symmetry as is practical and shall be placed with the tops of the letters and the number towards the nose. The height of the letters and the number constituting each group of marks shall be:
 - 1) subject to sub-paragraph 2), at least 50 centimeters; or
 - 2) if the lower surface of the fuselage is not large enough for the marks to be of 50 centimeters in height, marks of the greatest height practicable in the circumstances;
- (iii) wherever in this paragraph marks of the greatest height practicable in the circumstances are required, that height shall be such as is consistent with compliance with paragraph (1)(c) of this Subpart.
- (iv) Special cases: If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in paragraph (a)(i) and (a)(ii), or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be

determined by Authority, taking account of the need for the aircraft to be identified readily.

- (b) The position and size of marks on airships and free balloons shall be as follows:
- (i) in the case of airships the marks shall appear either on the hull or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer shall be 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; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
 - (ii) in the case of free balloons, the marks shall be in two places on diametrically opposite sides of the balloon;
 - (iii) in the case of both airships and free balloons the side marks shall be so placed as to be visible from the sides and from the ground. The height of the letters and the number shall be at least 50 centimeters.
 - (iv) Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (b)(iii), the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.
- (c) The position and size of marks on spherical balloons (other than unmanned free balloons) shall be as follows:
- (i) the marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.
 - (ii) The height of the number shall be at least 50 centimeters.
 - (iii) Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (c)(ii), the measurements of the marks shall be determined by the Authority, taking account of the aircraft can be identified readily.
- (d) The position and size of marks on non-spherical balloons (other than unmanned free balloons) shall be as follows:
- (i) The marks shall appear on each side. They shall be 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.
 - (ii) The height of the number shall be at least 50 centimeters.
 - (iii) Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (d)(ii), the measurements of the marks shall be determined by the Authority, taking account of the aircraft can be identified readily.
- (e) The position and size of marks on lighter-than-air aircraft (other than unmanned free balloons) shall be as follows:
- (i) the side marks shall be visible both from the sides and from the ground.
 - (ii) the height of the marks shall be at least 50 centimeters.
 - (iii) Special cases: If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (e)(ii), the measurements of the marks shall be determined by the Authority case by case, taking account of the aircraft can be identified readily.

- (f) The position and size of marks on unmanned free balloons shall be as follows:
 - (i) the marks shall appear on the identification plate.
 - (ii) the measurements of the marks shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.

3. Width, Spacing and Thickness of Marks

- (a) For the purpose of this paragraph:
 - (i) 'standard letter' shall mean any letter other than the letters "I, M and W";
 - (ii) the width of each standard letter, the number 4 and the length of the hyphen between the nationality mark and the registration mark shall be two thirds of the height of a character;
 - (iii) the width of the letters "M and W" shall be neither less than two thirds of their height nor more than their height; and
 - (iv) the width of the letter "I" and the number "1" shall be one sixth of the height of the letter;
- (b) The thickness of the lines comprising each letter, the number and hyphen shall be one sixth of the height of the letters and number forming the marks and shall be formed by solid line.
- (c) Each letter, number and hyphen shall be separated from the letter or number or hyphen which it immediately precedes or follows, by a space of not less than one quarter of a character width. Each such space shall be equal to every other such space within the marks. A hyphen shall be regarded as a character for this purpose.

CAR 47.29 Identification plate

1. All Omani aircraft shall carry an identification plate required to be displayed, etched, stamped, or engraved with the allocated nationality and registration marks owner/operator name at least.
2. The identification plate shall
 - (a) be made of fireproof metal or other fireproof material of suitable physical properties; and
 - (b) be secured to the aircraft in a prominent position near the main point of entrance or
 - (i) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
 - (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.
 - (c) The aircraft owner is responsible to ensure that the identification plate is affixed on the aircraft. The identification plate shall never be replaced unless any of the particulars engraved on it are changed.

CAR 47.30 Sale of aircraft; removal of marks

When an aircraft that is registered in Oman is sold, the holder of the Certificate of Aircraft Registration shall remove, before its delivery to the purchaser, all Omani marks from the aircraft, unless the purchaser is:

1. A citizen of the Sultanate of Oman
2. An individual citizen of a foreign country who is lawfully admitted for permanent residence in the Sultanate of Oman.
3. When the aircraft is to be based and primarily used in the Sultanate of Oman, a corporation (other than a corporation which is a citizen of Oman) lawfully organised and doing business under the laws of Oman

CAR 47.31 Revocation and suspension of the certificate of registration

The Authority shall suspend or revoke the certificate of registration on the date upon which—

1. The aircraft is registered under the laws of a foreign country;
2. The aircraft is totally destroyed or scrapped;
3. Ownership of the aircraft is transferred;
4. The holder of the certificate loses his nationality;
5. The owner, if a person residing or having a place of business in the State of Sultanate of Oman, losses his residence permit or equivalent residence approval issued by the competent authority;
6. The owner, if a body incorporated in a foreign country, ceases to be the lessee in the aircraft lease agreement previously accepted by the Authority,

CAR 47.32 Record-keeping

1. The Authority shall establish a system of record-keeping with minimum retention criteria that allows adequate traceability of the process to issue, continue, change, suspend or revoke each individual certificate of registration.
2. The records should include as a minimum:
 - (a) The application for aircraft registration.
 - (b) The evidences of ownership, including associated documents.
 - (c) The certificate including any change thereto.
 - (d) A copy of the completed and signed inspection report.
 - (e) Copies of all formal correspondence.
 - (f) Details of any exemption and enforcement action(s).
 - (g) Any other completed audit report.

3. The minimum retention period for the above records shall be 2 years from the date the aircraft is removed from the national civil aircraft register.
4. The Authority may elect to use either a paper or computer system or any combination of both subject to appropriate controls.
5. The Authority shall establish and maintain a National Civil Aircraft Register and shall keep it up to date showing for each aircraft it registered, the information recorded in the certificate of registration. 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.

CAR 47.33 Exemptions

All exemptions granted in accordance with Article 3 of this Regulation shall be recorded and retained by the Authority.

APPENDIX 1 – Certificate of Registration PACA Form

Register Page No:	Registration No:	
CERTIFICATE OF REGISTRATION		
1. Nationality and Registration Marks A4O-XXX	2. Manufacturer & Manufacturer's designation of aircraft XXXXXXXXXXXXXXXXXXXX	3. Aircraft serial No. XXXX
4. Name of owner: 5. Address of owner:		
6. It is hereby certified that the above described aircraft has been duly entered on the National Civil Aircraft Registry in accordance with the Convention on International Civil Aviation dated 7 December 1944 and the Sultanate of Oman Civil Aviation Law.		
* AS MORE PARTICULARLY SET FORTH ON THE AIRCRAFT REGISTER MAINTAINED BY THE DIRECTORATE GENERAL FOR CIVIL AVIATION REGULATION, SULTANATE OF OMAN PURSUANT TO ARTICLE 20 OF THE CIVIL AVIATION LAW, AS AMENDED.		
Signature:		
Director General of Civil Aviation Regulation		
Date of Issue: DD Month, YYYY		

