



Sint Maarten Civil Aviation Authority

Ministry of Tourism, Economic Affairs,
Traffic and Telecommunication

Bijlage A behorende bij de Regeling inschrijving en registratie van luchtvaartuigen

SINT MAARTEN CIVIL AVIATION REGULATIONS

PART 4 — AIRCRAFT REGISTRATION AND MARKING

JANUARY 2016

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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 National Ordinance Aviation (“Luchtvaartlandsverordening”).
- (b) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

4.1.1.2 DEFINITIONS

- (a) Definitions are contained in SMCAR 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 SMCAR 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 Sint Maarten unless it has been registered by its owner or operator under the provisions of the laws of Sint Maarten 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 official languages of Sint Maarten.
- (c) The certificate of aircraft registration will be issued by the Authority in the form as contained in IS 4.2.1.1 and will be of a size determined by the Authority.

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.

4.2.1.2 REGISTRATION ELIGIBILITY

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

- (i) A citizen of Sint Maarten,
 - (ii) An individual citizen of another State who is lawfully admitted for permanent residence in Sint Maarten,
 - (iii) A corporation lawfully organised and doing business under the laws of Sint Maarten and the aircraft is based and primarily used in Sint Maarten, or
 - (iv) A government entity of Sint Maarten or political subdivision thereof; and
- (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 Sint Maarten must submit an application for aircraft registration to the 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 Authority.

4.2.1.4 AIRCRAFT REGISTRY

- (a) As required by the by article 3 of the National Ordinance Aviation, the Authority (on behalf of the Minister) shall maintain an aircraft registry showing for each aircraft registered by Sint Maarten the information recorded on the certificate of aircraft registration and any other information required by the Authority.
- (b) Upon request, Sint Maarten will provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in Sint Maarten.

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 Sint Maarten.

4.3.1.2 GENERAL

- (a) No person may operate a civil aircraft registered in Sint Maarten 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 Sint Maarten 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.
- (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

- (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.

4.3.1.3 DISPLAY OF MARKS: GENERAL

- (a) No person shall operate an aircraft in Sint Maarten 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.

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 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 "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 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.

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.

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 Sint Maarten is sold, the holder of the certificate of registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Sint Maarten, 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 Sint Maarten 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.

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SINT MAARTEN CIVIL AVIATION REGULATIONS

PART 4 — IMPLEMENTING STANDARDS


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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 Authority shall be as follows.

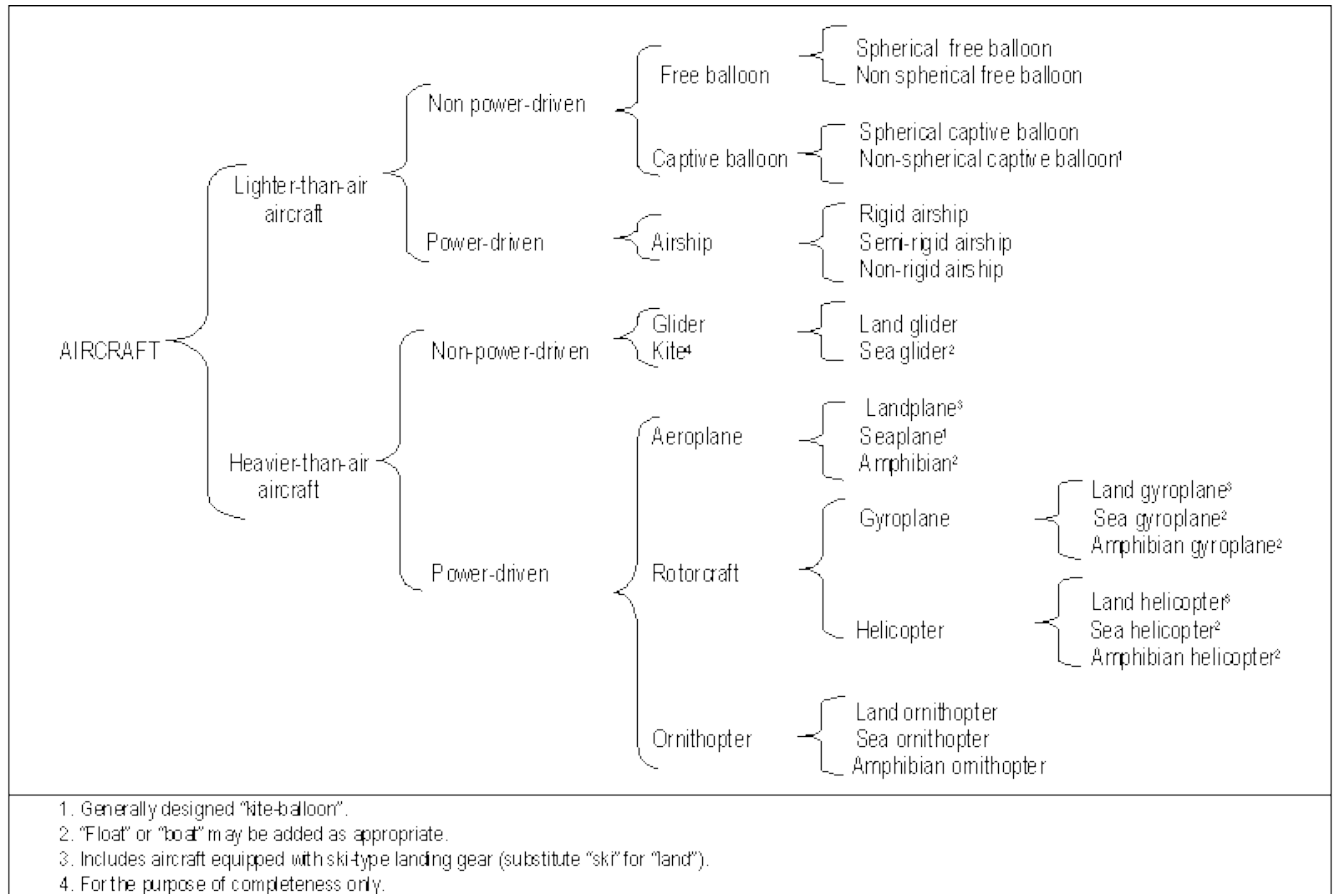
<p>Dit certificaat moet altijd aan boord zijn van het luchtvaartuig This certificate shall be carried in the aircraft at all times</p>	<p>SINT MAARTEN CIVIL AVIATION AUTHORITY (Sint Maarten Burgerluchtvaartautoriteit)</p> <p>Ministry of Tourism, Economic Affairs, Traffic and Telecommunication] (Ministerie van Toerisme, Economische Zaken, Verkeer en Telecommunicatie)</p> <p>CERTIFICATE OF AIRCRAFT REGISTRATION (Bewijs van Inschrijving)</p>	<p>No:</p> 
<p>1. Nationality and registration mark (Nationaliteits- en Inschrijvingskenmerk)</p> <p>_____</p> <p>_____</p>	<p>2. Manufacturer and manufacturer's designation of aircraft (Fabrikant)</p> <p>_____</p> <p>_____</p>	<p>3. Aircraft serial number: (Fabrieksnummer)</p> <p>_____</p>
<p>4. Name of owner: (Naam van de eigenaar) _____</p> <p>5. Address of owner: (Adres van de eigenaar) _____</p>		
<p>6. It is hereby certified that the above described aircraft has been duly entered on the nationality register of Sint Maarten in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the requirements of the National Ordinance Aviation, National regulation containing general measures on aviation oversight, and the Ministerial regulation on Aircraft registration and Marking.</p> <p>Hierbij wordt verklaard dat het hierboven omschreven luchtvaartuig is ingeschreven in het Sint Maartens nationaliteitsregister met inachtneming van het op 7 december 1944 te Chicago gesloten Verdrag inzake de Internationale Burgerluchtvaart en overeenkomstig de voorschriften in de Luchtvaartlandsverordening, het Landsbesluit toezicht luchtvaart en de Regeling inschrijving en registratie van luchtvaartuigen.</p>		
<p>Signature (Handtekening): _____</p>		
<p>Date of issue (Datum van uitreiking): <u> </u> dd/mm/yyyy _____</p>		
<p>VERPLICHTING VAN KENNISGEVING BINNEN 8 DAGEN.</p>		

1. Degene, te wiens name een luchtvaartuig in het Nationaliteitsregister is in- of overgeschreven, alsmede degene die als houder daarvan in het register is vermeld, is verplicht onverwijld kennis te geven aan de Sectie Luchtvaart, indien het luchtvaartuig:
 - a. teloor gaat, blijvend uiteen wordt genomen, of om andere redenen niet meer als zodanig gebezigd kan worden;
 - b. in de eigendom en/of de zeggenschap van een ander overgaat, onder opgave van diens naam, woonplaats en nationaliteit;
 - c. in het buitenland op zijn verzoek of met zijn medewerking door het bevoegde gezag wordt ingeschreven in een Nationaliteitsregister.
2. Gelijke verplichting tot kennisgeving geldt, indien het bewijs van inschrijving is verloren gegaan en ingeval de persoon of het lichaam, te wiens name het luchtvaartuig is in- of overgeschreven, niet meer voldoet aan de vereisten voor inschrijving.

OBLIGATION NOTIFICATION WITHIN 8 DAYS.

1. *The party in whose name the aircraft is registered or in whose name the aircraft has been re-registered, and the party registered as the operator of the aircraft, are obliged to notify the Section Civil Aviation if the aircraft:*
 - a. *is lost, destroyed, permanently dismantled or can no longer be flown for some other reason;*
 - b. *is transferred to the ownership or control of a third party;*
 - c. *is subsequently registered in a foreign Nationality Register.*
2. *Same obligation to notification applies, if the certificate of registration is lost and if the party in whose name the aircraft is registered or re-registered no longer meets registration requirements.*

IS 4.2.1.5 CLASSIFICATION OF AIRCRAFT



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