

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

Implementing Standards

(Issued under Section 120, Civil Aviation Act No. 14 of 2010)

Title: Aircraft Nationality & Registration Marks

IS Reference Code. : IS-7

Date of Issue: 10th March 2023

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010 (hereinafter referred to as the CA Act), the Director General of Civil Aviation (hereinafter referred to as the DGCA) shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act.


Accordingly, I, being the DGCA do hereby issue the Implementing Standards on **Aircraft Nationality & Registration Marks** as mentioned in the Attachment hereto (Ref: Attachment No. IS-7), elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices on 'Aircraft Nationality & Registration Marks' contained in ICAO Annex-7 to the Convention and Chapter IV of CA Act.

This Implementing Standard shall be applicable to every person who owns or operates aircraft registered in Sri Lanka. And shall come in to force with effect from 10th March 2023 and remain in force unless revised / revoked.

This Implementing Standard will replace / supersede the Implementing Standard SLCAIS-086, 1st Edition, Rev. 01, issued on 07th June 2018.

Attention is also drawn to Section 103 of the CA Act, which states inter alia that failure to comply with Implementing Standard is an offence. Further, if any standard stipulated in this Implementing Standard is not complied with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 by the DGCA under Section 102 of the CA Act No. 14 of 2010.

Civil Aviation Authority of Sri Lanka
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P.A. Jayakantha
Director General of Civil Aviation and
Chief Executive Officer

Enclosure: Attachment No. IS-7

Preamble

Notice to the Recipient

- 1.1. The requirements in this Implementing Standard are based on the Standards and Recommended Practices (SARPs) adopted by the International Civil Aviation Organization (ICAO) and incorporated in the Annex 7, including Amendment No. 7th of 6th Edition effective date of 18 July 2022 to Annex 7.
- 1.2. In pursuance of the obligation cast under Article 38 of the Convention which requires the Contracting States to notify the ICAO of any differences between the national regulations of the States and practices and the International Standards contained in the respective Annex and any amendments thereto, the CAASL will be taking steps to notify ICAO of such differences relating to either a Standard or a Recommended Practice, if any. The CAASL will also keep the ICAO currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. Furthermore, the CAASL will take steps for the publication of differences between the national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, which is published in accordance with the provisions in the Annex-15 to the Convention.
- 1.3. Taking into account of the ICAO council resolution dated 13 April 1948 which invited the attention of Contracting States of the desirability of using in the State's national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character, to the greatest extent possible the CAASL has attempted to retain the ICAO texts in the Annex in drafting this Implementing Standard.
- 1.4. Status of ICAO Annex components in the Implementing Standard Some of the components in an ICAO Annex are as follows and they have the status as indicated:
- 1.5. **Standard:**
Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38. The ICAO Standards are reflected in the Implementing Standards if they are locally implemented using the normal fonts and recipients are required to conform to such requirements invariably.
- 1.6. **Recommended Practice:**
Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity, efficiency or environmentally responsiveness of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention. The ICAO Recommended Practices are reflected in the Implementing Standards in italic fonts and the Recipients are encouraged to implement them to the greatest extent possible.

- 1.7. Appendices: Comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council. Enforcement action on such matters will be as in the case of Standards or Recommended Practices.
- 1.8. Definitions: A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- 1.9. Tables and Figures: add to or illustrate a Standard or Recommended Practice, and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status

Record of Revisions

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AIRCRAFT NATIONALITY AND REGISTRATION MARKS

1. APPLICABILITY

Requirements contained in this document are based on the ICAO Annex -7 "Aircraft nationality and registration Marks". These procedures are also applicable to foreign registered aircraft operated under AOC issued by the Director General of Civil Aviation. In respect of foreign aircraft conducting flight operations into and out of Sri Lanka, the requirements for Aircraft Nationality and Registration Marks shall be as approved by the State of the Operator. Unless otherwise specified herein, all words, phrases, abbreviations and codes, and definitions in this document carry the same meaning as defined in the ICAO Doc. 8400 - 'Abbreviations and Codes.

In addition, this IS explains the legal and general requirements to be satisfied for registration of an aircraft in Sri Lanka and display of Nationality and Registration Marks, as required for the operation of aircraft in Sri Lanka and Internationally. The required guidance and standards are explained under the identified headings as applicable.

2. DEFINITIONS

When the following terms are used in the Implementing Standards for Aircraft Nationality and Registration Marks, they have the following meanings:

- 2.1 *Aeroplane:* A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain, fixed under given conditions of flight.
- 2.2 *Aircraft:* Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.
 - 2.2.1 Classification of aircraft shall be in accordance with Table 1
 - 2.2.2 An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
 - 2.2.3 Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.
- 2.3 *Airship:* A power-driven lighter-than-air aircraft.
- 2.4 *Balloon:* A non-power-driven lighter-than-air aircraft.
- 2.5 *Common mark:* A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

- 2.6. *Common mark registering authority*: The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.
- 2.7. *Fireproof material*: A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.
- 2.8. *Glider*: A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain, fixed under given conditions of flight.
- 2.9. *Gyroplane*: A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.
- 2.10. *Heavier-than-air aircraft*: Any aircraft deriving its lift in flight chiefly from aerodynamic forces.
- 2.11. *Helicopter*: A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.
- 2.12. *International operating agency*: An agency of the kind contemplated in Article 77 of the Convention.
- 2.13. *Lighter-than-air aircraft*: Any aircraft supported chiefly by its buoyancy in the air.
- 2.14. *Ornithopter*: A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.
- 2.15. *Rotorcraft*: A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.
- 2.16. *Remotely piloted aircraft (RPA)*: An unmanned aircraft which is piloted from a remote pilot station.
- 2.17. *State of Registry*: The State on whose register the aircraft is entered.

3. REQUIREMENTS FOR REGISTRATION

Unless otherwise permitted by DGCA, no person shall operate a civil aircraft in or over the territory of Sri Lanka, unless it is registered,

- 1) In Sri Lanka or Contracting State which is party to the International Civil Aviation Organization

or

- 2) In a country in relation to which there is in force an agreement between the Government of Sri Lanka and that country, for over flight or operation of aircraft in the territory of Sri Lanka.

3.1 ELIGIBILITY FOR REGISTRATION

An aircraft which has been issued with a Type Acceptance Certificate per SLCAIS-084, Section IS-21.11 and is not currently registered in any other state shall be eligible for registration if,

- 1) The aircraft is either owned or to be operated by a citizen of Sri Lanka, or a body corporate incorporated under the laws of Sri Lanka having its principal place of business in Sri Lanka,

or

- 2) The aircraft is either fully owned or to be operated by the Government of Sri Lanka or any Public Corporation,

or

- 3) In the case of a leased aircraft, if it is to be operated under an Air Operator Certificate issued by DGCA or the applicant has applied to DGCA for issue of an Air Operator Certificate,

or

- 4) It is owned or to be operated by any person approved by the Cabinet of Ministers.

and

- 5) (a) it is an aircraft with maximum take-off weight of more than 5700kg intended for international or domestic and, passenger or cargo operations shall be maintained in accordance with a maintenance programme under Maintenance Steering Group-03 as a minimum;

or

- (b) it is an aircraft with maximum take-off weight of less than 5700 kg intended for international passenger or cargo operations with a maintenance programme under Maintenance Steering Group- 03 as a minimum;

or

- (c) It is an aircraft with maximum take-off weight of less than 5700 kg intended for domestic passenger or cargo operations with the maintenance inspection programme of SSID or CPCP and the age of the aircraft below 15 years and acceptable to the DGCA.

or

- (d) it is an aircraft with maximum take-off weight of less than 5700 kg intended for training and aerial work or private operations which shall be acceptable to the Director-General;

and

- 6) The aircraft confirms to all the requirements published by the CAASL in regard to communications, navigation and surveillance equipment, safety and emergency equipment on board according to the SLCAIS-015 - Operations Derived Equipment (ODE). For aircraft intended operation prescribed in this Implementing Standard 3.1 (5) (c) and (d), the ODE may vary with the aircraft type and it shall be acceptable to the DGCA.

4. REGISTRATION PROCEDURE

Application for the Registration of an aircraft in Sri Lanka must be made to the DGCA on application (CAASL/AW/A/003) in Figure-06 together with support documents to fulfil the requirements stipulated in the above paragraph in a manner acceptable to the DGCA. Each application shall include-

1. Certification as to citizenship of the applicant, if applicable.
2. Evidence of rightful ownership and possession. (e.g. Bill of Sale)
3. Proof of cancellation of registration certificate (de-registration certificate) if it was registered with any other state.
4. Name and address of owner / operator.
5. Proof in regard to eligibility of the person / firm in whose name the aircraft will be registered.
6. Proof of ownership of the aircraft and any other legal interest in the aircraft such as mortgage and security
7. Aircraft Serial Number
8. Manufacturer and Manufacturer designation.
9. Aircraft Type Certificate and if applicable Supplemental Type Certificate.
10. Custom Clearance Certificate.
11. Copy of Airline License (if applicable).
12. Copy of the certificate of insurance
13. Operating base of the aircraft.
14. Registration fee as applicable.

Upon meeting all requirements for registration, DGCA may, where he is satisfied on the information contained in the application that the aircraft complies with all such requirements as may be prescribed for that purpose, register the aircraft and issue a Certificate of Registration for a period of not more than one year.

4.1. CERTIFICATE OF REGISTRATION

- 4.1.1. The certificate of registration, in wording and arrangement, shall be as specific certificate shown in;

Figure 01 (CAASL/AW/012a) : *Applicable until 01st November 2023,*

Figure 02 (CAASL/AW/012b) : *Applicable as of 02nd Nov. 2023 and until 25th Nov. 2026,*

Figure 03 (CAASL/AW/012c) : *Applicable as of 26th Nov. 2026*

4.1.2. DGCA issues the certificate of registration in English language.

4.1.3. The original of the Certificate of Registration or a copy thereof certified by the DGCA or an authorized person by him is carried on board the Aircraft.

4.2. RENEWAL OF CERTIFICATE OF REGISTRATION

4.2.1 Since the DGCA issues the Certificate of Registration for a period of not more than one year the owner/operator shall made an application for renewal of the Certificate of Registration using the prescribed renewal application (CAASL/AW/A/014) in figure-07 not less than one month prior to the expiry date with the applicable fee.

4.2.2 If any aircraft registered in Sri Lanka for a period prescribed in paragraph 4 of this Implementing Standard has not been renewed under the 4.2.1 of this Implementing Standard, the owner or the operator shall pay the laps fees and charges with penalties prescribed in fees and charges regulations for the laps period of annuals and parts thereof at the next renewal.

4.3. CERTIFICATE OF REGISTRATION LOST OR DESTROYED

The DGCA may replace a lost or destroyed Certificate of Registration on receipt of an acceptable written request from the Owner/Operator. The necessary payment must be made to the CAASL as per fees and charges regulation.

4.4. AMENDMENT OR REPLACEMENT OF CERTIFICATE OF REGISTRATION

The DGCA may instruct the registered Owner/Operator to submit the Certificate of Registration for the purpose of amendment or replacement.

When so instructed the Owner/Operator shall submit the Certificate of Registration within seven days of receipt of such instructions.

The Owner/Operator may request an amendment to the Certificate of Registration in writing if the request for amendment is from the operator, a letter of consent from the Owner shall be submitted.

All such applications shall be made along with the requisite fee with prescribed application (CAASL/AW/A/014) in Figure -07.

5. LOCATION OF AN AIRCRAFT

The DGCA may request at any time that the owner/operator of an aircraft as the case may be to inform the DGCA, in writing, the location of an aircraft and whether or not the aircraft is serviceable. Such information shall be submitted not later than seven days after receiving the request.

- a) In the case of an aircraft that will be returned to service;

The Owner/Operator shall inform of the place at which and the estimated date on which it will be returned to service,

- b) In the case of an aircraft that is permanently withdrawn from service;

Whether or not the aircraft has been or will be disposed of and the manner of disposal should be informed the DGCA in writing.

- c) The aircraft after registration with the DGCA shall not be removed for more than twenty four (24) hours from the operating base unless for an approved flight.
- d) An aircraft registered in Sri Lanka shall not be parked at a place other than at an aerodrome, which is included in the authorized list of aerodromes in the Operation Specifications attached to License or at an AMO facility approved by DGCA, without the approval of the DGCA in writing

6. PROVISIONAL CERTIFICATE OF REGISTRATION

6.1. The DGCA may issue provisional certificate of Registration if the aircraft is not registered in Sri Lanka or any other state and is to be operated for the purpose of importing into Sri Lanka or for the purpose of exporting it to any other state. The validity of such certificate is limited to the period of intended flight or as otherwise may be determined by DGCA. An applicant who intends to obtain a Provisional Certificate of Registration shall make an application (CAASL/AW/A/015) as set out in Figure-08 to DGCA.

The applicable fee will be charged accordingly.

- 6.2. Any Provisional Certificate of Registration issued by the DGCA shall be valid only until the first landing of the aircraft at a customs aerodrome in Sri Lanka in respect of which it has been issued.
- 6.3. Such Provisional Certificate of Registration shall forthwith be surrendered by the pilot or other person in command of such aircraft to the DGCA after such landing.

7. CIVIL AIRCRAFT REGISTER

DGCA Sri Lanka maintains **Civil Aircraft Register of Sri Lanka**. The register comprises the following informations;

- a. Registration Mark
- b. Certificate of Registration number and file number
- c. Type of aircraft, Manufacturer's Serial Number
- d. Type Certificate Number
- e. Category
- f. Engine Type
- g. Propeller Type
- h. Name and address of the owner
- i. Name and address of the operator
- j. Nationality of the owner
- k. Fees details
- l. Main base of operation
- m. Validity of C of R
- n. Date of Registration / Date of First Issue
- o. Remarks with Authorized Signature

8. CANCELLATION AND SUSPENSION OF CERTIFICATE OF REGISTRATION

8.1. CANCELLATION OF CERTIFICATE OF REGISTRATION

The DGCA may cancel a Certificate of Registration;

- a. A registered owner of an aircraft fails to inform the DGCA of any change in the ownership after registration
or
- b. When the conditions of issue of registration has changed,
or
- c. On a request made by the owner or in the case of a leased aircraft a request made by the operator,
or
- d. When any one or more of the following conditions take place,
 1. Aircraft is destroyed.
 2. Permanently withdrawn from use.
 3. The Certificate of Registration has been obtained by misrepresentation or production of fraudulent documents.
 4. Is missing and search for the aircraft is terminated.
 5. On the demise of the owner/operator.
 6. Is missing for 60 days or more.

The Owner/Operator of an aircraft shall inform DGCA forthwith in writing when any of the above conditions take place.

9. NATIONALITY, COMMON AND REGISTRATION MARKS TO BE USED

- 9.1 The nationality or common mark and registration mark shall consist of a group of characters.
- 9.2 The nationality or common mark shall precede the registration mark. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.
- 9.3 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 mark shall be notified to the International Civil Aviation Organization. Sri Lanka Nationality Mark is '4R'.
- 9.4 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.
- 9.5 The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by the State of Registry or common mark registering authority.
- 9.6 When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code, and with the distress signal SOS, or other similar urgent signals, for example XXX, PAN and TTT.
- 9.7 No person shall operate a civil aircraft registered in Sri Lanka unless it displays nationality and registration marks. Unless otherwise authorized by the Director General, no person shall place on any aircraft a design, advertisement, mark or symbol that modifies or confuses the nationality and registration marks. The marks shall not be confused with the international five letters code of signals or Distress Codes.

10. LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS

10.1. General

The nationality or common mark and registration mark shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.

10.2. Lighter-than-air aircraft

- 10.2.1. *Airships*. The marks on an airship 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.
- 10.2.2. *Spherical balloons (other than unmanned free balloons)*. The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.
- 10.2.3. *Non-spherical balloons (other than unmanned free balloons)*. 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.
- 10.2.4. *Lighter-than-air aircraft (other than unmanned free balloons)*. The side marks shall be visible both from the sides and from the ground.
- 10.2.5. *Unmanned free balloons*. The marks shall appear on the identification plate (see Section 14 herein.)

10.3. Heavier-than-air aircraft

- 10.3.1. *Wings*. On heavier-than-air aircraft, the marks shall appear once on the lower surface of the wing structure. They shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure. So far as is possible, the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters and numbers shall be toward the leading edge of the wing.
- 10.3.2. *Fuselage (or equivalent structure) and vertical tail surfaces*. On heavier-than-air aircraft, the marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surface or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface, they shall appear on both sides. When located on multi-vertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.
- 10.3.3. *Special cases*. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 10.3.1 and 10.3.2, the marks shall appear in a manner such that the aircraft can be identified readily.

11. MEASUREMENTS OF NATIONALITY, COMMON AND REGISTRATION MARKS

The letters and numbers in each separate group of marks shall be of equal height.

11.1. Lighter-than-air aircraft

11.1.1. The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters.

11.1.2. The measurements of the marks related to unmanned free balloons shall be determined by the State of Registry, taking into account the size of the payload to which the identification plate is affixed.

11.1.3. *Special cases.* If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 11.1.1, the measurements of the marks shall be determined by the State of Registry, taking account of the need for the aircraft to be identified readily.

11.2. Heavier-than-air aircraft

11.2.1. *Wings.* The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimeters.

11.2.2. *Fuselage (or equivalent structure) and vertical tail surfaces.* The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heavier- than-air aircraft shall be at least 30 centimeters.

11.2.3. *Special cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 11.2.1 and 11.2.2, the measurements of the marks shall be such that the aircraft can be identified readily

12. TYPE OF CHARACTERS FOR NATIONALITY, COMMON AND REGISTRATION MARKS.

12.1 The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.

12.2 The width of each character (except the letter I and the number 1) and the length of hyphens shall be two-thirds of the height of a character.

12.3 The characters and hyphens shall be formed by solid lines and shall be of a color contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.

12.4 Each character shall be separated from that, which it immediately precedes or follows, by a space of not less than one-quarter of a character width. A hyphen shall be regarded as a character for this purpose.

13. REGISTER OF NATIONALITY, COMMON AND REGISTRATION MARKS

13.1 DGCA shall maintain a current register showing for each aircraft registered by DGCA, the information recorded in the certificate of registration (see paragraph 4.1). 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.

13.2 DGCA issues a certificate of deregistration, in accordance with paragraph 15.

14. IDENTIFICATION PLATE

14.1. An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of **fireproof metal** or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance,

OR, in the case of,

14.2. An unmanned free balloon, affixed conspicuously to the exterior of the payload,

14.3. 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.

15. DEREGISTRATION

(This part of IS, is applicable as of 2 November 2023)

15.1 The certificate of deregistration, in wording and arrangement, shall be as specific certificate shows in;

Figure 04 (CAASL/AW/015a) : *Certificate of Deregistration (Applicable from 2 November 2023)*

Figure-05 (CAASL/AW/015b) : *Certificate of Deregistration (Applicable from 26 November 2026)*

15.2 DGCA issues a certificate of deregistration in English language.

16. REMOVAL OF NATIONALITY & REGISTRATION MARKINGS.

When an aircraft registered in Sri Lanka is sold or the Certificate of Registration is cancelled, the holder of the Certificate of Registration shall forthwith remove all nationality and registration marks of Sri Lanka, before its delivery to the purchaser. The holder of a Certificate of Registration, on change of ownership shall forthwith inform the DGCA and surrender the Certificate of Registration to the DGCA.

17. GENERAL

(This part of IS, is applicable until 1 November 2023)

The provisions of this document shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

18. TABLES

Table 01. Classification of Aircraft

AIRCRAFT	Lighter-than-air aircraft	Non-power-driven	Free balloon	Spherical free balloon Non-spherical free balloon
			Captive balloon	Spherical captive balloon Non-spherical captive balloon ¹
		Power-driven	Airship	Rigid airship Semi-rigid airship Non-rigid airship
			Non-power-driven	Glider Kite ⁴
	Heavier-than-air aircraft	Power-driven		Aeroplane
			Rotorcraft	Gyroplane { Land gyroplane ³ Sea gyroplane ³ Amphibian gyroplane ³ } Helicopter { Land helicopter ³ Sea helicopter ³ Amphibian helicopter ³ }
		Non-power-driven	Ornithopter	Land ornithopter ³ Sea ornithopter ³ Amphibian ornithopter ³

1. Generally designated “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.

19. FIGURES

CAASL/AW/012a



Registry No:	CIVIL AVIATION AUTHORITY OF SRI LANKA	File Reference:
CERTIFICATE OF REGISTRATION		
1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
4. Name of owner		
5. Address of owner		
6. It is hereby certified that the above-described aircraft has been duly entered on the register of Civil Aircraft Sri Lanka in accordance with the Convention on International Civil Aviation dated 7th December 1944 and with the Chapter IV of the Civil Aviation Act No. 14 of 2010. This Certificate of Registration shall remain in force until DD/MM/YYYY unless withdrawn sooner.		
..... Director General of Civil Aviation (signature)		
Date of issue: DD/MM/YYYY		
Name of the operator		
Address of the operator		
Date of first issue: DD/MM/YYYY		

Figure - 01. Certificate of Registration (Applicable until 01st November 2023)

CAASL/AW/012b



Registry No:	CIVIL AVIATION AUTHORITY OF SRI LANKA		File Reference:
	CERTIFICATE OF REGISTRATION		
1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.	
4. Name of owner			
5. Address of owner			
6. It is hereby certified that the above-described aircraft has been duly entered on the register of Civil Aircraft Sri Lanka in accordance with the Convention on International Civil Aviation dated 7th December 1944 and with the Chapter IV of the Civil Aviation Act No. 14 of 2010. This Certificate of Registration shall remain in force until DD/MM/YYYY unless withdrawn sooner.			
..... Director General of Civil Aviation (signature)			
Date of issue: DD/MM/YYYY			
Name of the operator			
Address of the operator			
.....			
Date of first issue: DD/MM/YYYY			

Figure - 02. Certificate of Registration (Applicable from 02nd Nov. 2023 until 25th Nov. 2026)



Registry No:	CIVIL AVIATION AUTHORITY OF SRI LANKA	File Reference:
	CERTIFICATE OF REGISTRATION	
1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
4a. Issued to (name of certificate holder)		
Basis of registration (check one):		
<input type="checkbox"/> Ownership of aircraft		
<input type="checkbox"/> Operator of aircraft		
<input type="checkbox"/> Other (explain):		
4b. Address of certificate holder		
.....		
5. Name of owner, if different from certificate holder:		
.....		
Contact information of owner:		
.....		
6. It is hereby certified that the above-described aircraft has been duly entered on the register of Civil Aircraft Sri Lanka in accordance with the Convention on International Civil Aviation dated 7th December 1944 and with the Chapter IV of the Civil Aviation Act No. 14 of 2010. This Certificate of Registration shall remain in force until DD/MM/YYYY unless withdrawn sooner.		
..... Director General of Civil Aviation (signature)		
Date of issue: <u>DD/MM/YYYY</u>		
CAASL comments if any:		

Figure - 03. Certificate of Registration (Applicable from 26th Nov. 2026)



Registry No:	CIVIL AVIATION AUTHORITY OF SRI LANKA	File Reference:
CERTIFICATE OF DEREGISTRATION		
1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
4a. Issued to (name of certificate holder)		
Basis of registration (check on):		
<input type="checkbox"/> Ownership of aircraft		
<input type="checkbox"/> Operator of aircraft		
<input type="checkbox"/> Other (explain):		
4b. Address of certificate holder (at the time of deregistration)		
5. Name of owner if different from certificate holder: (at the time of deregistration)		
Contact information of owner:		
6. It is hereby certified that the above described aircraft has been duly removed from the on and the Certificate of (name of register) (date) Registration has been cancelled.		
6a. Reason(s) for deregistration, if known:		
..... Director General of Civil Aviation		
Date of issue:		
CAASL comments if any:		

Figure - 04. Certificate of Deregistration (Applicable from 02nd November 2023)



Registry No:	CIVIL AVIATION AUTHORITY OF SRI LANKA	File Reference:
CERTIFICATE OF DEREGISTRATION		
1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
4a. Issued to (name of certificate holder)		
Basis of registration (check on): <input type="checkbox"/> Ownership of aircraft <input type="checkbox"/> Operator of aircraft <input type="checkbox"/> Other (explain):		
4b. Address of certificate holder (at the time of deregistration)		
5. Name of owner, if different from certificate holder: (at the time of deregistration)		
Contact information of owner:		
6. It is hereby certified that the above described aircraft has been duly removed from the on and the (name of register) (date) Certificate of Registration has been cancelled.		
6a. Reason(s) for deregistration, if known:		
..... Director General of Civil Aviation		
Date of issue:		
CAASL comments if any:		

Figure - 05. Certificate of Deregistration (Applicable from 26th November 2026)

CAASL/AW/A/003

Figure – 06. Application for Initial Registration of Aircraft



CIVIL AVIATION AUTHORITY OF SRI LANKA
APPLICATION FOR INITIAL REGISTRATION OF AIRCRAFT

(This form duly completed should be forwarded to the Director General of Civil Aviation, and must be accompanied by the appropriate fee. This fee should be paid by cheque, money order or cash made payable to the Director General of Civil Aviation.)

Not to be filled by the applicant

Receipt Number Fee Paid

1.	(a) Name of Owner in full (In block capital)	
	(b) Nationality of Owner	
	(c) Address of Owner (In block capital)	
	(d) Contact Information of Owner	Tel:- E-mail:-
2.	(a) Name of Operator in full (In block capital)	
	(b) Nationality of Operator	
	(c) Address of Operator (In block capital)	
	(d) Contact Information of Operator	Tel:- E-mail:-
3.	Full name and address of aircraft manufacturer	
4.	Proposed purpose (Commercial / Private or Others (specify))	

5. Aircraft details	a) Type b) Model..... c) Serial Number..... d) Y of M e) Certified MTOM.....
6. Overall Dimensions Height Span (Open)..... Length Span (Open)..... Is machine fitted with tail wheels or skid	
7. Category of Aircraft (Aeroplane / Helicopter or others (specify))	
8. Engine Details	(a) Type (b) Model (c) Serial Number (s) (d) No. of Engines (e) H.P / Thrust
9. Category of Engine (Turbo Jet/Turbo Prop/Piston or Others (specify))	
10. Has the aircraft been previously registered? If so submit evidence of de-registration	
11. Is the aircraft owned wholly either- (a) by a citizen of Sri Lanka ; or (b) by a body corporate – (i) incorporated under the law of Sri Lanka ; (ii) having its principal place of business in Sri Lanka, and (iii) Whereof at least three-fifths of the Directors are citizens of Sri Lanka	<i>Tick (✓) as appropriate.</i>
12. Usual station of aircraft	

13. Declaration by aircraft owner/operator or authorized person

- (a) I am / we are the sole person/entity that has/have legal custody and control of the aircraft described herein.

Date
Signature of Owner

or

- (b) I am authorized by the owner(s) of the aircraft described herein to make this application.

Date
Signature of Authorized Person
.....
Name

14. Declaration by person submitting the application

I declare that the information provided herein and documents submitted with this application are true in every respect.

Date
Signature of Applicant
.....
Name

Note 1: 13(a), The signature ordinarily required on the application is that of the owner/operator or ,if the owner/operator is a corporation or company the signature of the Managing Director ,Secretary or other officer duly authorized to sign. 13(b), In exceptional cases, where it is not practicable for the owner to sign personally, the signature of some other person resident in Sri Lanka acting on behalf of the owner may be accepted. The reasons for the owner not signing himself should be explained in a covering letter.

Note 2: Attention is drawn to the importance of ensuring that the entries are correct, and in particular the answer to question 11 The making of a false statement for the purpose of procuring the issue of a Certificate of Registration is an offence under the Chapter IV of the Civil Aviation Act No. 14 of 2010. The Director General of Civil Aviation may, in any case, if he thinks it desirable, require the applicant for a Certificate of Registration to make and subscribe a statutory declaration as to the truth of the facts set out in the application.

Figure – 06. Application for Initial Registration of Aircraft

CAASL/AW/A/014

Figure – 07. Application for Renewal / Amendment /Replacement of Registration of Aircraft



CIVIL AVIATION AUTHORITY OF SRI LANKA
APPLICATION FOR RENEWAL / AMMENDMENT / REPLACEMENT OF
REGISTRATION OF AIRCRAFT

(This form duly completed should be forwarded to the Director General of Civil Aviation, and must be accompanied by the appropriate fee. This fee should be paid by cheque, money order or cash payable to the Director General of Civil Aviation.)

Not to be filled by the applicant

Receipt Number Fee Paid

1.	(a) Name of Owner in full (In block capital)	
	(b) Nationality of Owner	
	(c) Address of Owner (In block capital)	
	(d) Contact Information of Owner	Tel:- E-mail:-
2.	(a) Name of Operator in full (In block capital)	
	(b) Nationality of Operator	
	(c) Address of Operator (In block capital)	
	(d) Contact Information of Operator	Tel:- E-mail:-
3.	Nationality & Registration Marks	
4.	Proposed purpose (Commercial / Private or Others (specify))	
5.	Aircraft details	(a) Model (b) Certified MTOM.....

6. Engine Details	(a) Type (b) Model (c) Serial Number (s)
7. Category of Engine (Turbo Jet/Turbo Prop/Piston or Others (specify))	
8. Is the aircraft owned wholly either- (a) by a citizen of Sri Lanka ; or (b) by a body corporate – (i) incorporated under the law of Sri Lanka ; (ii) having its principal place of business in Sri Lanka, and (iii) Whereof at least three-fifths of the Directors are citizens of Sri Lanka	<i>Tick (✓) as appropriate.</i>
9. Usual station of aircraft	
<p>10. Declaration by aircraft owner/operator or authorized person</p> <p>(a) I am / we are the sole person/entity that has/have legal custody and control of the aircraft described herein.</p> <p>Date Signature of Owner</p> <p style="text-align: center;">or</p> <p>(b) I am authorized by the owner(s) of the aircraft described herein to make this application.</p> <p>Date Signature of Authorized Person</p> <p style="text-align: right;">..... Name</p>	
<p>11. Declaration by person submitting the application</p> <p>I declare that the information provided herein and documents submitted with this application are true in every respect.</p> <p>Date Signature of Applicant</p> <p style="text-align: right;">..... Name</p>	

Note 1 : 10(a), The signature ordinarily required on the application is that of the owner/operator or ,if the owner/operator is a corporation or company the signature of the Managing Director ,Secretary or other officer duly authorized to sign. 10(b), In exceptional cases, where it is not practicable for the owner to sign personally, the signature of some other person resident in Sri Lanka acting on behalf of the owner may be accepted. The reasons for the owner not signing himself should be explained in a covering letter.

Note 2 : Attention is drawn to the importance of ensuring that the entries are correct, and in particular the answer to question 08 the making of a false statement for the purpose of procuring the issue of a Certificate of Registration is an offence under the Chapter IV of the Civil Aviation Act No. 14 of 2010. The Director General of Civil Aviation may, in any case, if he thinks it desirable, require the applicant for a Certificate of Registration to make and subscribe a statutory declaration as to the truth of the facts set out in the application

Figure – 07. Application for Renewal / Amendment / Replacement of Registration of Aircraft

Figure - 08. Application for Registration (Provisional) of Aircraft Registration



CIVIL AVIATION AUTHORITY OF SRI LANKA
APPLICATION FOR REGISTRATION (PROVISIONAL) OF AIRCRAFT

(This form duly completed should be forwarded to the Director General of Civil Aviation, and must be accompanied by the appropriate fee. This fee should be paid by cheque, money order or cash payable to the Director General of Civil Aviation.)

Not to be filled by the applicant

Receipt Number Fee Paid

1.	(a) Name of Owner in full (In block capital)	
	(b) Nationality of Owner	
	(c) Address of Owner (In block capital)	
	(d) Contact Information of Owner	Tel:- E-mail:-
2.	(a) Name of Operator in full (In block capital)	
	(b) Nationality of Operator	
	(c) Address of Operator (In block capital)	
	(d) Contact Information of Operator	Tel:- E-mail:-
3.	Full name and address of aircraft manufacturer	
4.	Proposed purpose (Commercial / Private or Others (specify))	

5. Aircraft details	(a) Type (b) Model..... (c) Serial Number..... (d) Y of M (e) Certified MTOM.....
6. Overall Dimensions	Height Span (Open)..... Length Span (Open)..... Is machine fitted with tail wheels or skid
7. Category of Aircraft (Aeroplane / Helicopter or others (specify))	
8. Engine Details	(a) Type (b) Model (c) Serial Number (s) (d) No. of Engines (e) H.P / Thrust
9. Category of Engine (Turbo Jet/Turbo Prop/Piston or Others (specify))	
10. Has the aircraft been previously registered? If so submit evidence of de-registration	
11. Purpose of requesting Provisional Certificate of Registration	
12. Usual station of aircraft	
13. Declaration by aircraft owner/operator or authorized person	
(a) I am / we are the sole person/entity that has/have legal custody and control of the aircraft described herein.	
Date Signature of Owner	
or	

(b) I am authorized by the owner(s) of the aircraft described herein to make this application.

Date
 Signature of Authorized Person
 Name

14. Declaration by person submitting the application

I declare that the information provided herein and documents submitted with this application are true in every respect.

Date
 Signature of Applicant
 Name

Note 1 : 13(a), The signature ordinarily required on the application is that of the owner/operator or ,if the owner/operator is a corporation or company the signature of the Managing Director ,Secretary or other officer duly authorized to sign. 13(b), In exceptional cases, where it is not practicable for the owner to sign personally, the signature of some other person resident in Sri Lanka acting on behalf of the owner may be accepted. The reasons for the owner not signing himself should be explained in a covering letter.

Note 2: Attention is drawn to the importance of ensuring that the entries are correct, and in particular the answer to question 11 The making of a false statement for the purpose of procuring the issue of a Certificate of Registration is an offence under the Chapter IV of the Civil Aviation Act No. 14 of 2010. The Director General of Civil Aviation may, in any case, if he thinks it desirable, require the applicant for a Certificate of Registration to make and subscribe a statutory declaration as to the truth of the facts set out in the application.

Figure – 08. Application for Registration (Provisional) of Aircraft