

CIVIL AVIATION REGULATIONS

SURINAME

PART 4 – AIRCRAFT REGISTRATION AND MARKING

VERSION 4.0

NOVEMBER 2023

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PART 4 – AIRCRAFT REGISTRATION AND MARKING

4.1 GENERAL

Note 1: ICAO Annex 7 uses the term “certificate of registration.” This part uses the term “certificate of aircraft registration” to denote the same certificate, as this is the term used by many States and further clarifies the certificate.

Note 2: This part places the responsibility for aircraft registration on the aircraft owner, as contained in the Civil Aviation Safety and Security Act, as amended. The aircraft owner, or the operator 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 Civil Aviation Safety and Security Act, as amended.
- (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 Part 1 of these regulations.

4.1.1.3 ABBREVIATIONS

- (a) The following abbreviations are used in this part:
 - (1) ICAO – International Civil Aviation Organization
 - (2) IS – Implementing Standards
 - (3) RPA – remotely piloted aircraft

4.2 REGISTRATION REQUIREMENTS

4.2.1.1 APPLICABILITY

- (a) This subpart prescribes the requirements for the registration of civil aircraft registered in SURINAME.

4.2.1.2 CERTIFICATE OF AIRCRAFT REGISTRATION

- (a) No person may operate a civil aircraft that is eligible for registration under the laws of SURINAME unless that aircraft has been registered by its owner or operator under the provisions of the laws of SURINAME and the Authority has issued for that aircraft a certificate of aircraft registration that shall be carried aboard that aircraft for all operations.
- (b) The certificate of aircraft registration shall be in English.
- (c) The DIRECTOR will issue the certificate of aircraft registration in the form as prescribed in IS 4.2.1.2 and of a size determined by the DIRECTOR.

Note: Article 29 of the Chicago Convention requires that the certificate of aircraft registration be carried on board every aircraft engaged in international air navigation.

4.2.1.3 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration if it is:
 - (1) Owned by:
 - (i) A citizen of SURINAME;
 - (ii) An individual citizen of another State who is lawfully admitted for permanent residence in SURINAME;
 - (iii) A corporation lawfully organized and doing business under the laws of SURINAME and the aircraft is based and primarily used in SURINAME; or
 - (iv) A government entity of SURINAME or a political subdivision thereof.
 - (2) Not registered under the laws of any other State.

4.2.1.4 APPLICATION

- (a) A person who wishes to register an aircraft in SURINAME shall submit an application for aircraft registration to the DIRECTOR on a form and in a manner acceptable to the Authority. Each application shall:
 - (1) Certify as to compliance with 4.2.1.2 of this part;
 - (2) Show evidence identifying ownership; and
 - (3) Be signed in ink.
- (b) Upon an applicant meeting all requirements for registration, a certificate of aircraft registration will be issued by the Director.

4.2.1.5 AIRCRAFT REGISTRY

- (a) As required by the Civil Aviation Safety and Security Act, as amended, article 6, 7 and 8, the Authority shall maintain an aircraft registry showing, for each aircraft registered by SURINAME, the information recorded on the certificate of aircraft registration and any other information required by the Authority.
- (b) Upon request the Director will provide information to another Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in SURINAME.

4.2.1.6 CLASSIFICATION OF AIRCRAFT

- (a) Aircraft shall be classified in accordance with IS 4.2.1.6.
- (b) An aircraft that 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 RPA.

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 SURINAME.

4.3.1.2 GENERAL

- (a) No person may operate a civil aircraft registered in SURINAME unless the aircraft displays nationality and registration marks in accordance with the requirements of this section. The letter or letters used to identify the aircraft nationality as that of SURINAME shall conform to the Standards outlined in ICAO Annex 7. The nationality mark shall be followed by the registration mark, which shall be a series of numbers and/or letters assigned by the DIRECTOR. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.
- (b) Unless otherwise authorized 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 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 the distress signal SOS or other similar urgent signals, such as XXX, PAN, and TTT.

Note: For reference to these codes, see the currently effective International Telecommunication Regulations.

- (c) Permanent marking of aircraft nationality and registration shall:
- (1) Be painted on the aircraft or affixed by other means ensuring 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 SURINAME unless that aircraft displays marks consisting of the roman capital letter(s) denoting the 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 that aircraft displays marks 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:
 - (i) At least 50 centimetres high if on the wings; and
 - (ii) At least 30 centimetres high if on the fuselage (or equivalent structure) and vertical tail surfaces; or
 - (iii) Determined by the Director, taking account of the need for the aircraft to be identified readily, if the aircraft possesses no wings and fuselage or if the parts are too small to accommodate the marks described in paragraphs 4.3.1.4(i) and (ii) of this subsection
 - (2) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres high.

- (3) Unmanned free balloons and other lighter-than-air aircraft that are not of sufficient size to accommodate marks at least 50 centimetres high shall be determined by the Director, taking into account the size of the payload to which the identification plate is affixed.
- (c) WIDTH. The 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 they are high.
- (d) THICKNESS. The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.
- (e) SPACING. The space between characters shall be at least one-fourth of a character width.
- (f) UNIFORMITY. The marks required by this part for heavier-than-air aircraft shall 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 heavier-than-air aircraft unless that aircraft displays the marks once on the lower surface of the wing structure as follows:
 - (1) The marks 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 towards the leading edge of the wing.

- (b) On a heavier-than-air aircraft with a fuselage (or equivalent structure) and/or vertical tail surfaces, 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, the marks shall appear 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, the marks shall appear horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabiliser.
 - (3) If engine pods or other appurtenances are located in the area described in paragraph 4.3.1.5(b)(2) of this subsection 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 that airship displays marks on:
 - (1) The hull, where the marks shall be located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or

The horizontal and vertical stabiliser surfaces:

- (i) The marks on the horizontal stabiliser 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 towards the leading edge; and
- (ii) The marks on the vertical stabiliser shall be located on each side of the bottom half stabiliser, with the letters and numbers placed horizontally.

- (b) SPHERICAL BALLOONS (OTHER THAN UNMANNED FREE BALLOONS). No person shall operate a spherical balloon unless that balloon 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 that balloon 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 unless that aircraft displays marks visible both from the sides and from the ground.
- (e) UNMANNED FREE BALLOONS. No person shall operate any unmanned free balloon unless that balloon 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 authorized 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 SURINAME is sold, the holder of the certificate of aircraft registration shall remove, before its delivery to the purchaser, all nationality and registration marks of SURINAME, unless the purchaser is a citizen or other legal entity as prescribed in paragraph 4.2.1.3(a)(1) of this part.

4.3.1.9 REQUIREMENT FOR IDENTIFICATION PLATE

The owner or operator shall affix to each aircraft registered under the laws of Suriname an identification plate:

- (a) Containing the aircraft marks of nationality and registration, and name of the owner or operator;
- (b) Made of fireproof metal or other fireproof material of suitable physical properties;
- (c) Secured to the aircraft in a prominent position, near the main entrance, or, in the case of a free balloon, affixed conspicuously to the exterior of the payload.

CIVIL AVIATION REGULATIONS**SURINAME****PART 4 – IMPLEMENTING STANDARDS****VERSION 4.0****NOVEMBER 2023**


For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 4.2.1.2 reflects a standard required by 4.2.1.2 of this part.

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PART 4 – IMPLEMENTING STANDARDS

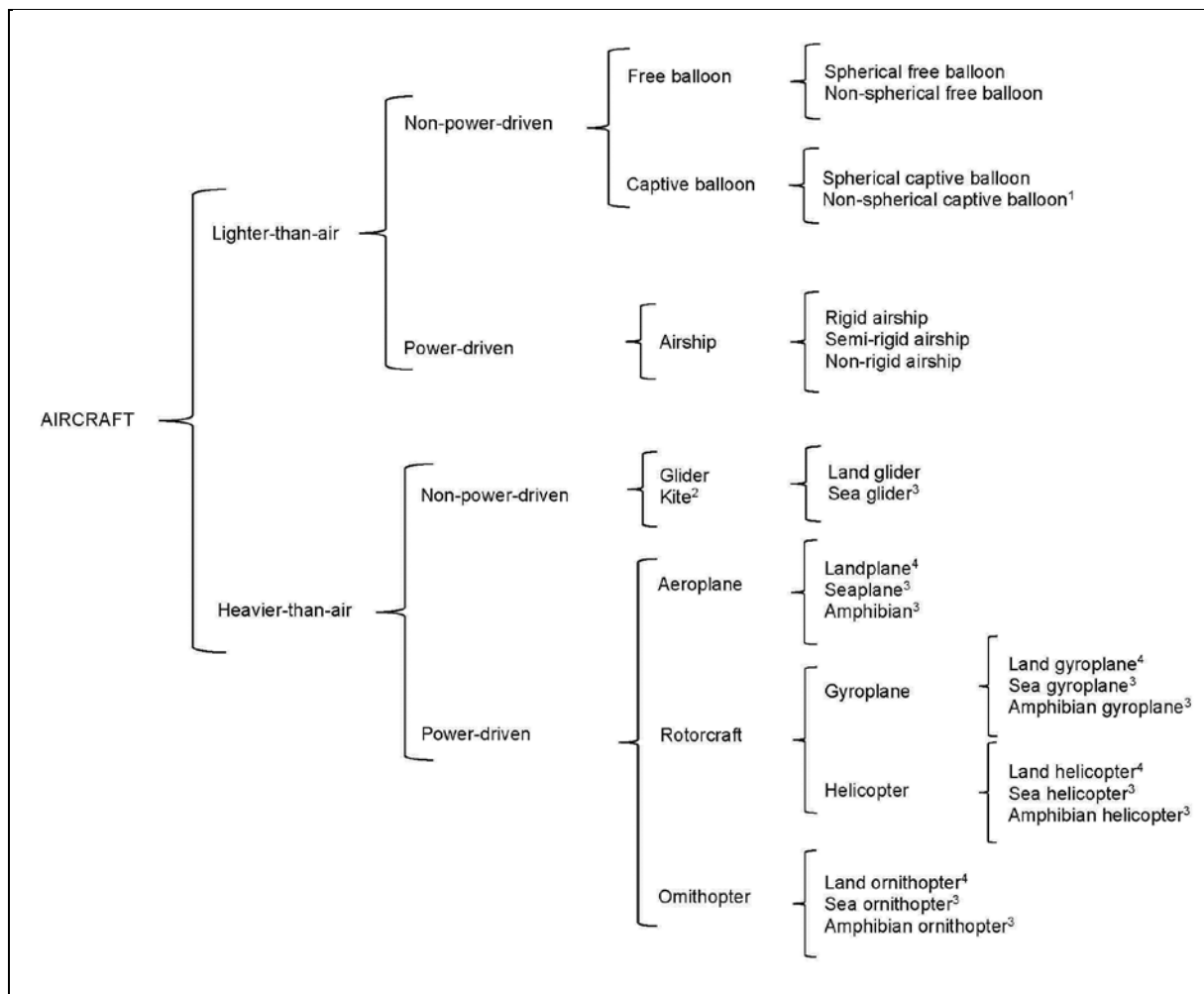
IS 4.2.1.2 CERTIFICATE OF AIRCRAFT REGISTRATION

- (a) The certificate of aircraft registration issued by the Director shall be as follows:

 <p>CASAS</p>	<p>REPUBLIC OF SURINAME CIVIL AVIATION SAFETY AUTHORITY SURINAME CERTIFICATE OF REGISTRATION</p>	<p>CERT. NO.</p>
<p>1. Nationality or common mark and registration mark:</p> <p>PZ-</p>	<p>2. Manufacturer and manufacturer's designation of aircraft:</p>	<p>3. Aircraft serial no:</p>
<p>4. Name of owner:</p> <p>5. Address of owner:</p>		
<p>6. It is hereby certified that the above-described aircraft has been duly entered on the civil aircraft register of the Republic of Suriname in accordance with the Convention on International Civil Aviation dated 7 December 1944 and the Civil Aviation Safety and Security Act of Suriname dated 12 March 2002.</p>		
<p>Date of issue:</p>	<p>Director:</p>	

IS 4.2.1.6 CLASSIFICATION OF AIRCRAFT

(a) Aircraft shall be classified as follows:



1. Generally designated "kite-balloon."
2. For the purpose of completeness only.
3. Includes aircraft equipped with ski-type landing gear (substitute "ski" for "land").
4. "Float" or "boat" may be added as appropriate.