

PART 4 - AIRCRAFT REGISTRATION AND MARKING

4.1 GENERAL

4.1.1.1 APPLICABILITY

- (a) The notice lays down basic requirements and procedures for registration of civil aircraft in the Kingdom of Cambodia, (hereafter referred to as "Cambodia")
- (b) Requirements of nationality and registration marks do not apply to meteorological balloons used exclusively for meteorological purposes or to unmanned free balloons.

4.1.1.2 DEFINITIONS

- (a) For the purpose of Part 4, the following definitions shall apply:
 - (1) **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) **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.
 - (3) **Heavier-than-air aircraft.** Any aircraft deriving its lift in flight chiefly from aerodynamic forces.
 - (4) **Lighter-than-air aircraft.** Any aircraft supported chiefly by its buoyancy in the air.
 - (5) **State of Registry.** The State on whose register the aircraft is entered.

4.1.1.3 ACRONYMS

- (a) The following acronyms are used in Part 4.
 - (1) ADIZ – Air Defence Identification Zone
 - (2) DEWIZ – Distant Early Warning Identification Zone

4.2 REGISTRATION REQUIREMENTS

4.2.1.1 MANDATORY REQUIREMENTS

- (a) No civil aircraft shall fly in or over Cambodia unless it is registered in an ICAO contracting state or in some other country which has, in force, an agreement with Cambodia for the flight in or over Cambodia by the aircraft registered in that country;
- (b) No civil aircraft shall fly over or in Cambodia unless it bears painted thereon or affixed thereto, in the manner required by the law of the country in which it is registered, the nationality and registration marks required by that law;
- (c) The certificate of registration shall always be carried in the aircraft during the flight;
- (d) The authority in Cambodia for the registration of civil aircraft is vested in the State Secretariat of Civil Aviation, (hereafter referred to as SSCA).

4.2.1.2 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration in Cambodia if it is-
 - (1) Owned fully or partially by a Cambodian national or by a Cambodian Company/firm,
 - (2) Owned fully or partially by a non-Cambodian national who is a resident of Cambodia and has a place of business in Cambodia, or
 - (3) Chartered by demise or leased to a Cambodian national, to a Cambodian company or to a Cambodian airline /operator.
- (b) An aircraft is eligible for registration in Cambodia provided the aircraft is not registered under the laws of any other foreign country.

- (c) The aircraft may be registered only by the owner or by his accredited representative in the name of its owner where the term "owner" is defined for these purposes as a buyer, a bailee, a charterer, a lessee or an operator who is in possession of the aircraft under a contract/agreement, with the buyer/lessor
- (d) Registration of an aircraft will be effected in the name of a person or a company who appears to the SSCA to be the owner of the aircraft, as defined in the previous paragraph of this Part, on the basis of the authenticated documents submitted with the application for registration of the aircraft.
- (e) The certificate of Registration of the aircraft is not evidence of ownership of the aircraft in any proceeding in which ownership by a particular person/company is an issue.

4.2.1.3 REGISTRATION PROCEDURE

- (a) The owner of the aircraft shall apply in writing to the SSCA, on form AWR 04-1 obtainable from the SSCA Airworthiness Section, for registration of the aircraft in Cambodia, not later than 60 days before the desired date of registration. The application shall be complete in all respects. If any data or supporting document is not available at the time of submission of the application, it should be submitted prior to registration of the aircraft
- (b) The owner shall notify the SSCA :
 - (1) Of the location of the aircraft where it will be made available for inspection by an Airworthiness Inspector of SSCA, or an authorised person, for the purpose of registration, and any arrangements made for the same,
 - (2) Whether the aircraft registration is desired while it is located in a foreign country for subsequent delivery flight to Cambodia under Cambodian registration, or
 - (3) If it will be imported to Cambodia in a crated condition, in a kit form or it will be flown to an airport in Cambodia, under foreign registration. The procedure for the registration of the aircraft will depend on above circumstances
- (c) The application for registration of the aircraft on the prescribed form shall be accompanied by the following supporting documents:
 - (1) Payment of prescribed registration fee. ~~provided by law,~~
 - (2) Bill of sale or other acceptable ownership document,
 - (3) Nationality of the owner in whose name the aircraft is to be registered and his address with proof of nationality,
 - (4) If the aircraft is leased or chartered by demise, then an authenticated/notarized copy of the lease agreement. If the aircraft is mortgaged, an authenticated/notarized copy of the mortgage deed,
 - (5) Export certificate of Airworthiness (if an export Certificate of Airworthiness is not normally issued by the exporting state an equivalent document is required)
- (d) If a foreign registered aircraft is imported in Cambodia in a packed and disassembled condition or in a kit form, for effecting its sale and registration in Cambodia, it will have to be erected, inspected and test flown to bring it to an airworthy condition, meeting all the requirements of maintenance, certification and operation of the country of registry. The prospective owner will be required to submit the documents for registration of this aircraft as laid down in para 4.2.1.3(c) and (d) of this Part. The aircraft will not normally be registered while it is in a packed/crated condition.
- (e) Confirmation of deregistration of the aircraft from the Civil Aviation Authority of the country where the aircraft was previously registered and that no lien or mortgage is recorded against the aircraft.
- (f) Upon receiving an application for the registration of an aircraft in Cambodia, and on being satisfied that the aircraft may properly be so registered, the SSCA will contact the state of registry of the aircraft for confirmation of the de-registration prior to the aircraft being registered in Cambodia.
- (g) The owner of the aircraft shall make requisite arrangements at his cost for the inspection of the aircraft, wherever it may be, by an SSCA authorised person for verification that the assigned

nationality and registration marks have been painted or affixed to the aircraft and the identification plate has been installed in a satisfactory manner

- (h) If the owner has concurrently applied for issue of Certificate of Airworthiness and Aircraft Radio Station Licence etc., then if feasible, an Airworthiness inspector may also accomplish inspection for issue of these certificates to facilitate aircraft operation, after its registration
- (i) On satisfactory completion of above formalities, the airworthiness inspector will advise the Airworthiness section to register the aircraft
- (j) If the formalities for the registration of an aircraft are satisfactorily completed for an aircraft located outside of Cambodia, a Temporary Certificate of Registration endorsed with the restriction, "Issued for delivery flight to Cambodia only, valid until first landing at Customs Airport in Cambodia", may be issued to the registered owner or his nominee by the Airworthiness representative of SSCA. (refer to Part 5 for Certificate of Airworthiness requirements). On arrival of the aircraft in Cambodia, the owner shall submit a copy of any required customs import permit and Temporary Certificate of Registration to the SSCA for obtaining a permanent Certificate of Registration.
- (k) When the formalities for the registration of the aircraft are satisfactorily completed for an aircraft located in Cambodia, the certificate of registration shall be issued to the registered owner or his nominee by the Airworthiness representative of SSCA

4.2.1.4 REGISTRATION RECORDING REQUIREMENTS

- (a) The following particulars will be recorded in the National Civil Aircraft Register of Cambodia by the Airworthiness Section of the SSCA.
 - (1) The number of the certificate of registration
 - (2) The nationality and the registration marks assigned to the aircraft
 - (3) The name of the manufacturer of the aircraft and manufacturer's serial number of the aircraft together with the number and the type of engines fitted thereon
 - (4) The name and address of the owner
 - (5) The name and address of the charterer/lessee if the aircraft is chartered by demise to a person or to a company
 - (6) Relevant documents such as sale deed/bill of sale in proof of ownership, mortgage deed, lease agreement, security agreement etc
 - (7) The date of registration
- (b) The following particulars will be recorded in the Certificate of Registration:
 - (1) State of Registry
 - (2) The number of the certificate of registration
 - (3) The nationality and the registration marks assigned to the aircraft
 - (4) The name of the manufacturer of the aircraft and manufacturer's serial number of the aircraft
 - (5) The name and address of the owner
 - (6) The date of issue

4.2.1.5 RESPONSIBILITIES OF THE REGISTERED OWNER OF THE AIRCRAFT

- (a) If the original certificate of registration is lost or destroyed, the registered owner of the aircraft shall immediately notify the occurrence to SSCA and apply for issue of a duplicate certificate of registration by paying the requisite fee.
- (b) The registered owner of the aircraft shall remain solely liable for all legal obligations imposed by the rules concerning maintenance, operation, payments etc, pertaining to that aircraft. He shall forthwith inform SSCA in writing of:
 - (1) Any change in particulars which were furnished to SSCA when application was made for registration of the aircraft

- (2) The destruction of the aircraft or its permanent withdrawal from use
- (3) The proposal to sell the aircraft or to lease/mortgage the aircraft
- (4) Changes in or termination of the charter by demise, lease agreement or mortgage deed.

4.2.1.6 DEREGISTRATION

- (a) The aircraft shall be deregistered on receipt of written notification on the prescribed form, from the registered owner of the aircraft, surrendering the certificate of registration for cancellation and advising that:
 - (1) the aircraft has been destroyed, lost, or permanently withdrawn from use, from (date),
 - (2) he intends to register the aircraft in another country and requests SSCA to notify the deregistration to the civil aviation authority of that country where he has applied for the registration, or
 - (3) he has sold the aircraft or has terminated the lease and the aircraft is returned to the lessor.
- (b) The aircraft shall be deregistered if:
 - (1) the registered owner of the aircraft loses Cambodian nationality, or
 - (2) the aircraft is no more eligible for registration in Cambodia due to loss of residential visa or place of business in Cambodia by the non-Cambodian owner of the aircraft.
- (c) The aircraft shall be deregistered if the registered owner of the aircraft allows its certificate of airworthiness to remain invalid for two consecutive years. (For registration of such an aircraft, the registered owner will have to submit an application with fees and proof that the aircraft meets pertinent airworthiness requirements for the type and is fit for renewal of the certificate of airworthiness)
- (d) The SSCA, without assigning any reason, may deregister any aircraft, and may initiate requisite action if it is established to his satisfaction that it is not in the national interest for the aircraft to continue to remain registered in Cambodia. Before taking such action the SSCA shall give the registered owner 14 days notice of its intention to deregister the aircraft. If the subject aircraft is known to be operating in another state the SSCA shall also notify that state of its intention to deregister the subject aircraft.
- (e) Whenever the registered owner of the aircraft receives a notification from the SSCA that the aircraft has been deregistered, the registered owner shall forthwith surrender the certificate of registration to SSCA for cancellation and remove the identification plate as well as the nationality and the registration marks from the aircraft. The aircraft shall be made available for verification of these by a representative of SSCA.

4.3 NATIONALITY AND REGISTRATION MARKS

4.3.1.1 APPLICABILITY

This Subpart prescribes the requirements for the identification and marking of civil aircraft registered in Cambodia.

4.3.1.2 GENERAL

- (a) No person may operate a civil aircraft registered in Cambodia unless it displays nationality and registration marks in accordance with the requirements of this section. The letters used to identify the nationality of Cambodia are XU. This is followed by a series of numbers or letters assigned by the SSCA
- (b) Once an aircraft has been removed from the register, the registration marks allocated to that aircraft shall not be re-allocated to another aircraft
- (c) If an aircraft is removed from the register due to damage or non-renewal of its certificate of airworthiness and the aircraft is subsequently restored to an airworthy condition, the aircraft may again be registered using the same marks as previously

- (d) Registration Marks shall be allocated sequentially unless otherwise directed by the Chief of Airworthiness
- (e) Unless otherwise authorized by the SSCA, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. The marks shall not be confused with the *International Five Letter Code of Signals or Distress Codes*.
- (f) 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; and
 - (4) Be legible.

4.3.1.3 DISPLAY OF MARKS: GENERAL

- (a) Each owner shall display on that aircraft marks consisting of the Roman capital letters denoting nationality of Cambodia followed by the registration number of the aircraft in Arabic numerals. Each suffix letter used in the marks displayed must also be a Roman capital letter.
- (b) 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 SSCA for a different procedure.

4.3.1.4 SIZE OF MARKS

- (a) Each operator of an aircraft shall display marks on the aircraft meeting the size requirements of this section.
- (b) *Height.* The character marks shall be of equal height and on—
 - (1) Fixed-wing aircraft must be at least 30 centimeters high;
 - (2) Rotorcraft must be at least 30 centimeters high; and
 - (3) Lighter-than-air and powered-lift aircraft at least 50 centimeters high.
- (c) *Width.* Characters must be two-thirds as wide as they are high, except the number "1", which must be one-sixth as wide as it is high, and the letters "M" and "W" which may be as wide as they are 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 the 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.
- (g) Each operator of an aircraft penetrating an ADIZ or DEWIZ shall display on that aircraft temporary or permanent nationality and registration marks at least 30 centimeters high.

4.3.1.5 DEVIATIONS 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 operator shall place full-size marks on the larger surface.
- (b) If neither surface is large enough for full-size marks, the SSCA may approve marks as large as practicable for display on the larger of the two surfaces.

4.3.1.6 LOCATION OF MARKS ON FIXED-WING AIRCRAFT

- (a) The operator of a fixed-wing aircraft shall display the required marks on either the vertical tail surfaces or the sides of the fuselage.
- (b) The marks required by paragraph (a) of this section shall be displayed as follows:
 - (1) If displayed on the vertical tail surfaces, horizontally on both 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 operator may place the marks on those pods or appurtenances.

4.3.1.7 LOCATION OF MARKS ON ROTORCRAFT

Each operator of a rotorcraft shall display marks horizontally on both surfaces of the cabin, fuselage, boom, or tail, such that the rotorcraft can be readily identified.

4.3.1.8 LOCATION OF MARKS ON LIGHTER-THAN-AIR AIRCRAFT

- (a) *Airships*. The operator shall place marks on an airship to appear 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)*. The operator shall apply marks to appear 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)*. The operator shall apply marks to appear 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)*. The operator shall apply side marks to be visible both from the sides and from the ground.
- (e) *Unmanned free balloons*. The operator shall apply marks to appear on the identification plate.

4.3.1.9 SALE OF AIRCRAFT: REMOVAL OF MARKS

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

4.3.1.10 IDENTIFICATION PLATE REQUIRED

- (a) The operator shall affix to each aircraft registered under the laws of Cambodia an identification plate—
 - (1) Containing the aircraft type and model, manufacturers serial number, nationality, and registration marks;
 - (2) Made of fireproof metal or other fireproof material of suitable physical properties; and
 - (3) 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.