

Schedule 3

Registration of Aircraft

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SUBPART A: GENERAL

3.001 APPLICABILITY

- (a) This Schedule prescribes the requirements of the Bahamas for registration and marking of civil aircraft.
- (b) This Schedule is applicable to owners, lessees and operators of aircraft registered in the Bahamas.
- (c) This Schedule does not apply to—
 - (1) Meteorological pilot balloons used exclusively for meteorological purposes; or
 - (2) Unmanned free balloons without a payload.

3.005 DEFINITIONS

- (a) For the purpose of this Schedule, the following definitions shall apply—

Note: Additional aviation-related terms are defined in Schedule 1 of these regulations.

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.

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. The term "aircraft," when used under the civil aviation regulations shall refer to civil aircraft only, and will not include State aircraft.

Airship. A power-driven lighter-than-air aircraft.

Balloon. A non-power-driven lighter-than-air aircraft.

Common mark. A mark assigned by the International Civil Aviation Organisation to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

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.

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.

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.

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.

Heavier-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

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.

International operating agency. An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation

Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.

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.

Remotely piloted aircraft. An unmanned aircraft which is piloted from a remote pilot station

Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

State of Registry. The State on whose register the aircraft is entered on whose register the aircraft is entered.

3.010 ACRONYMS

- (a) The following acronyms are used in this Schedule—

ICAO – International Civil Aviation Organization

RPA – Remotely Piloted Aircraft

SUBPART B: REGISTRATION REQUIREMENTS

3.015 APPLICABILITY

- (a) This Subpart prescribes the requirements for application and issuance of a Certificate of Aircraft Registration in the Bahamas.

3.020 AIRCRAFT REGISTRATION REQUIRED

- (a) No person may operate a civil aircraft that is eligible for registration under the laws of The Bahamas unless—
- (1) It has been registered by its owner under the provisions of the laws of The Bahamas; and
 - (2) The Authority has issued a Certificate of Aircraft Registration for that aircraft which shall be carried aboard that aircraft for all operations; and
 - (3) That Certification of Registration has not expired.

3.025 AIRCRAFT REGISTRY

- (a) The Authority shall maintain a current registry showing, for each aircraft registered in the Bahamas, the information included in the Certificate of Aircraft Registration.
- (b) The Bahamas is the State of Registry for each aircraft included in that active register.
- (c) The Authority shall maintain a separate register of unmanned free balloons that contains the date, time and location of release, the type of balloon and the name of the operator.
- (d) Upon request, the Authority will provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in the Bahamas.

3.030 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration if it is owned by—
- (1) A natural citizen;
 - (2) An individual citizen of a foreign State who is lawfully admitted for permanent residence in The Bahamas,
 - (3) A corporation lawfully organized and doing business under the laws of The Bahamas, or a government entity of The Bahamas; and
- (b) An aircraft will not be eligible for a Certificate of Aircraft Registration if it is registered under the laws of any other State.

3.035 APPLICATION

- (a) A person who wishes to register an aircraft in The Bahamas must submit an application for aircraft registration to the Authority in a form and manner acceptable to the Authority. Each application shall—
- (1) Certify as to citizenship;
 - (2) Show evidence identifying ownership; and
 - (3) Be signed in ink.
- (b) The fee provided for by law will be submitted for processing as prescribed by the Authority.
- (c) Upon an applicant meeting all requirements for registration, a Certificate of Aircraft Registration will be issued by the Authority.

3.040 EFFECTIVE DATE OF REGISTRATION

- (a) An aircraft is registered on the date the Authority determines that the submissions meet the requirements of this Schedule.
- (b) The effective date of registration is shown by a date entered by the Authority on the Aircraft Registration Application and included as the date of issue on the Certificate of Aircraft Registration.

3.045 CERTIFICATE OF AIRCRAFT REGISTRATION

- (a) The Certificate of Aircraft Registration shall be issued in the English Language for international recognition purposes;
- (b) The Certificate of Aircraft Registration shall conform to the wording and content of the certificate provided by the ICAO in Annex 7 to ensure international recognition.
- (c) The Certificate of Aircraft Registration shall contain the following information—
 - (1) Title of Registering Authority;
 - (2) Title of the government body;
 - (3) Nationality and registration mark issued to the aircraft;
 - (4) Name of the manufacturer;
 - (5) Manufacturer's designation of the aircraft;
 - (6) Aircraft Serial Number;
 - (7) Name of the aircraft owner;
 - (8) Address of the owner;
 - (9) Certification of entrance on the registry;
 - (10) Signature of the registering official;
 - (11) Date of issue; and
 - (12) Any other information required by the Authority.

3.050 REGISTRATION EXPIRATION & RENEWAL

- (a) A Certificate of Aircraft Registration issued under this Schedule expires three years after the last day of the month in which it is issued.
- (b) Each holder of a Certificate of Aircraft Registration may apply for renewal by submitting an Application for Aircraft Registration Renewal and the required fee during the 30 days preceding the expiration date.

SUBPART C: NATIONALITY & REGISTRATION MARKS**3.055 APPLICABILITY**

- (a) This Subpart prescribes the requirements for the identification and marking of civil aircraft registered in the Bahamas.

3.060 GENERAL

- (a) No person may operate a civil aircraft registered in The Bahamas unless it displays nationality and registration marks in accordance with the requirements of this Subpart.
 - (1) The nationality and registration mark shall consist of a group of characters.
 - (2) The nationality mark shall precede the registration mark.
 - (3) The registration mark shall be preceded by a hyphen.

Note: The nationality mark has been notified to the International Civil Aviation Organization.

- (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.

- (c) 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, including—
 - (1) The 3-letter combinations beginning with Q used in the Q Code;
 - (2) The distress signal SOS; or
 - (3) Other similar urgent signals, for example XXX, PAN and TTT.
- (d) 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) Legible at a distance of 300 feet;
 - (4) Formed by solid lines that are one-sixth the height of the characters; and
 - (5) A colour that contrasts clearly with the background.
- (e) The owner and operator shall ensure that the marks are kept clean and visible at all times.

3.065 DISPLAY OF MARKS: GENERAL

- (a) Each owner shall display on that aircraft marks consisting of the Roman capital letter "C" followed the Arabic number "6," the nationality mark assigned by the ICAO to the Bahamas, followed by the registration number consisting of 3 Roman capital letters assigned to the aircraft by the Authority.
- (b) If, because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this Schedule, the owner may apply to the Authority for a different procedure.

3.070 MEASUREMENT (SIZE) OF MARKS

- (a) Each operator of an aircraft shall display marks on the aircraft meeting the measurement 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 centimetres high if on the wings, and
 - (ii) 30 centimetres high if on the fuselage (or equivalent structure) and vertical tail surfaces;
 - (2) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres high.
 - (3) Unmanned free balloons shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.
- (c) *Width.* The width of each character (except the letter "l" and the number "1") and the length of hyphens shall be two-thirds of the height of a character.
- (d) *Characters and hyphens* shall be formed by solid lines and shall be of a color contrasting clearly with the background.
- (e) *Thickness.* The thickness of the line shall be one-sixth of the height of a character.
- (f) *Spacing.* 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.
- (g) *Uniformity.* The marks required by this Schedule for heavier-than-air aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.

3.075 SPECIAL CASES FOR SIZE & LOCATION OF MARKS

- (a) If an aircraft does not possess parts corresponding to those mentioned in other Sections of this Schedule or parts of sufficient size to accommodate the marks described in this Schedule, the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

- (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 an aircraft does not possess parts corresponding to those identified in this Schedule, the measurements of the marks shall be such that the aircraft can be identified readily.

3.080 LOCATION OF MARKS ON FIXED-WING AIRCRAFT

- (a) The owner of a fixed-wing aircraft shall display 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) 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.
- (c) If a heavier-than-air aircraft does not possess parts corresponding to those identified in paragraph (a) and (b), the marks shall appear in a manner such that the aircraft can be identified readily.

3.085 LOCATION OF MARKS ON ROTORCRAFT

- (a) 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.

3.090 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 also on its upper surface on the line of symmetry; or
 - (2) Both 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.

3.095 SALE OF AIRCRAFT: REMOVAL OF MARKS

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

3.100 IDENTIFICATION PLATE REQUIRED

- (a) The operator shall affix or ensure that an identification plate is affixed to each aircraft registered under the laws of the Bahamas—
- (1) Inscribed with the aircraft type, model, serial number, its nationality and registration mark;
 - (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—
 - (i) In the case of a free balloon, affixed conspicuously to the exterior of the payload; and
 - (ii) In the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.
- (b) The registration mark (number) on the identification plate shall be changed each time the aircraft registration changes.

End of BASR Schedule 3