



# **SEYCHELLES AVIATION REQUIREMENTS**

**REG 07**

**Aircraft Nationality and Registration  
Marks**

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## **Part A – General**

### **1 Purpose**

- (a) The requirements of this document cover the registration marking of aircraft.
- (b) The Regulation details in rather general terms the legal obligations governing the nationality and registration markings of aircraft. This document augments, amplifies and details more precisely the manner in which these obligations shall be met. The requirements are the means by which owner(s) will be able to satisfy the Authority as to their fulfillment of their obligations in respect of the nationality and registration markings of aircraft.

### **2 Applicability**

- (a) This Seychelles Aviation Requirement applies to persons who wish to register in the Republic of Seychelles an aircraft that requires a Certificate of Airworthiness in any Category.
- (b) This document shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned balloons without payload.

## **Part B – Aircraft Marking**

### **1 Requirement**

An aircraft registered in the Republic of Seychelles other than permitted by the Regulation, shall not fly without bearing marks allocated by the Authority.

### **2 Nationality and registration marks**

- (a) The nationality mark of the Republic of Seychelles registered aircraft shall be capital letter **S** and number **7** followed by a hyphen **-**.
- (b) The registration mark shall be three capital letters in Roman characters following the hyphen.
- (c) Combinations of letters 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.

### **3 Display of marks**

The nationality and registration marks shall, to the satisfaction of the Authority, be:

- (a) painted on the aircraft or affixed by other means ensuring a similar degree of permanence without potential hazard to engine ingestion and control surface contamination; and

- (b) displayed to the best possible advantage having regard to the construction or features of the aircraft; and
- (c) of one colour that contrasts clearly with the background on which they are painted or otherwise affixed; and
- (d) kept clean and visible at all times.

#### 4 Specification of marks

- (a) The nationality mark shall consist of capital letter **S** in Roman character and number **7** in Arabic numeral followed by a hyphen. The registration mark shall consist of three capital letters in Roman characters. The marks shall be without ornamentation.
- (b) The width of each standard letter and the length of the hyphen between the nationality mark and the registration mark shall be two-thirds of the height of a letter. Standard letter means any letter other than I, M and W. The width of the number **7** shall also be two thirds of the height of the number.
- (c) The width of the letter I shall be one sixth of the height of the letter.
- (d) The width of letters M and W shall not be less than two thirds of their height and not exceeding their height.
- (e) Each letter and number shall be separated from the letter that immediately precedes or follows it by a space equal to one-quarter the width of the individual letters, the hyphen being regarded as a letter for this purpose.
- (f) The thickness of the lines comprising each letter and hyphen shall be one sixth of the height of the letters forming the marks.

#### 5 Measurement of marks

- (a) The nationality and registration marks shall be formed of characters of equal height, and shall be so situated as to leave a margin of at least 50mm along each edge of any surface to which they are affixed.
- (b) The height of the marks on lighter-than-air aircraft shall be not less than 500mm
- (c) The height of the marks on unmanned free balloons shall be not less than 100mm, except that the Authority may, taking into account the size of the payload to which the identification plate is affixed, approve marks of a lesser measurement provided they can be readily identified.
- (d) The height of the marks on aeroplanes, gliders, and powered gliders shall be:
  - (1) on the wings, not less than 500 mm; and
  - (2) on the fuselage or equivalent structure and on the vertical surfaces, not less than 300 mm, except that where the surface is not large enough to accommodate full-size marks the Authority may approve marks of a lesser measurement provided they are not less than 150 mm in height and can be readily identified.

- (e) The height of the marks on rotorcraft shall be:
  - (1) on the bottom surface of the fuselage or cabin, not less than 500 mm high; and
  - (2) on the sides of the fuselage or cabin, not less than 250 mm high; except that where the surface is not large enough for full-size marks the Authority may approve marks of a lesser measurement provided they are not less than 150 mm in height and can be readily identified.

## **6 Location of marks – lighter than air aircraft**

- (a) The marks required by paragraph 1 on airships shall appear:
  - (1) lengthwise on each side of the hulls near the maximum cross section of the airship and on the upper surface on the line of symmetry; or
  - (2) on the following stabilisers:
    - (i) the horizontal stabiliser, on the right half of the upper surface and on the left half of the lower surface with the tops of the characters towards the leading edge;
    - (ii) the vertical stabiliser, on each side of the bottom half stabiliser, with the characters placed horizontally.
- (b) The marks required by paragraph 1 on spherical balloons shall appear in 2 places diametrically opposite and located near the maximum horizontal circumference of the balloon.
- (c) The marks required by paragraph 1 on non-spherical balloons shall appear on each side, located near the maximum cross-section of the balloon and immediately above the rigging band or the points of attachment of the basket suspension cables.
- (d) The side marks required by this rule shall be visible both from the sides and from the ground. (Not applicable to unmanned free balloons).
- (e) The marks required by paragraph 1 on unmanned free balloons shall appear on the identification plate.

## **7 Location of marks – heavier than air aircraft**

- (a) The marks required by paragraph 1 on aeroplanes, gliders, and powered gliders shall appear:
  - (1) except as provided in paragraph 7(c), once, on the lower surface of the left hand wing structure. If the marks are confined to the outer half of the wing structure they shall be located on the left lower surface. The tops of the letters shall be towards the leading edge of the wing and so far as is possible, be equidistant from the leading and trailing edges of the wing; and

- (2) on both sides of the fuselage between the wings and tail surfaces, or on the upper halves of the vertical tail surfaces. Marks on a single vertical tail surface shall appear on both sides. Marks on multi-vertical tail surfaces shall appear on the outboard sides of the outer surfaces.
- (b) The marks required by paragraph 1 on rotorcraft shall appear:
- (1) on the bottom surface of the fuselage or cabin with the top of the marks towards the front of the fuselage; and
  - (2) on both sides of the fuselage or cabin or tail boom in a prominent place not obstructed in normal use.
- (c) If a heavier-than-air aircraft such as a microlight aeroplane does not possess parts corresponding to those mentioned in the applicable paragraph of this rule, the marks shall appear in such a manner that the aircraft can be readily identified to the satisfaction of the Authority.

## 8 Identification plate

- (a) The identification plate shall be etched, stamped, or engraved with the aircraft nationality and registration marks, together with the name and address of the registered owner of the aircraft.
- (b) The identification plate shall:
- (1) be made of fireproof metal or other fireproof material of suitable physical properties; and
  - (2) be affixed to the aircraft in a prominent position near the main point of entrance to the aircraft; or
  - (3) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
  - (4) 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.
- (5) This position can either be near the main entrance and or in a place where it is visible to a person on the ground or to a person at the main entrance or rearmost entrance door.