CIVIL AVIATION SAFETY AUTHORITY OF PAPUA NEW GUINEA

PNG
Civil Aviation Rule

Part 47

Aircraft Registration and Marking

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DESCRIPTION

Part 47 prescribes the requirements for the registration and marking of manned and unmanned aircraft in accordance with Section 46 of the *Civil Aviation Act 2000* (as amended) and entry on the Register of Aircraft established under Section 65 of the Act.

The Part also includes the prescription of the requirements for police marks, unique paint schemes and markings and the minimum size of markings for manned and unmanned aircraft.

The prescribed rules in this Part have been made in accordance with the requirements contained in Annex 7 of the International Convention on Civil Aviation (Aircraft Nationality and registration marks).

Part 47 aligns with:

- Amendment 7 of ICAO Annex 7.

BULLETIN

This Part first came into force on 1 January 2004 and incorporates the following amendments:

Amendment No.	Applicable Date
Amendment 1	01 April 2015
Amendment 2	13 November 2018
Amendment 3	14 December 2020
Amendment 4	02 November 2021
Amendment 5	03 November 2022
Amendment 6	26 November 2026

***Summary of amendments*:**

Amendment 6 aligns Part 47 with amendment 7 of ICAO Annex 7.

Amendment 6:
(Docket 26/17/CAR47/08)

(a) New Rules:

(1) Appendix A.2 - showing replica of a PNG Certificate of Registration;

(2) Appendix A.3 - showing replica of a PNG Certificate of Deregistration

(b) Amendments:

(1) Rule 47.55(c) Registration and Grant of Certificate -amend to reference the new Appendix A.2 replica.

(2) Rule 47.69(a)(2) to add a requirement to cancel a certificate of registration.

(3) Rule 47.69(a)(2)(ii) to add the requirement for the Director to cancel a certificate of registration when an aircraft is permanently withdrawn from use or the AAR is expired continuously for a period of longer than 2 years.

(4) Rule 47.69(a)(6)(ii) amend to reference the new Appendix A.3 replica.

(5) Rule 47.69(6)(b) rewording ‘certificate of cancellation of registration to ‘certificate of deregistration’ and reference the new Appendix A.3 replica

(6) Rule 47.119(b) amend to include reference to ‘heavier than air’ aircraft.

(7) Rule 47.119(c)(2) amend to change 25cm to 30cm.

(8) Rule 47.119(c)(3) amend to include ‘not less than 30cm and delete Rule 47.119(c)(3)(i) & (ii).

(9) Rule 47.119(e) amend to include ‘heavier-than-air’ aircraft.

(c) Editorials

(1) Rule 47.51(a) amend to change ‘Part 91, paragraph (c)’ to ‘rule 91.1(c).

(2) Rule 47.119(e) amend to add a missing word ‘rule’ in front of 47.119(b).

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Subpart A— General

47.1 Purpose

This Part prescribes rules governing the—

(a) registration of aircraft in Papua New Guinea; and

(b) nationality and registration marks of Papua New Guinea registered aircraft; and

(c) unique identifier of remotely piloted aircraft operating in Papua New Guinea.

47.3 Definitions

In this Part:

Airship means a power-driven-lighter-than-air aircraft.

Identifiable paint scheme means a historical paint scheme applied in entirety to a privately operated ex-military or vintage aircraft which is sufficiently unique to prevent confusion with other aircraft:

Police mark means a registration mark that comprises the word *Police* followed by a number; or a group of three letters reserved by the Director for use by the Police:

Production non-type-certificated aircraft means an aircraft that has been produced in series in a controlled design environment and accepted for use by a recognised civil operator, and issued with a special category airworthiness certification under Part 21:

Three-view means, in relation to drawings, photographs, or sketches, a collection of views of the subject that includes a plan, a main elevation, and a side elevation:

Subpart B — Aircraft Registration and Certificate of Registration

47.51 Requirement for aircraft registration and certificate

(a) Except as provided in rule 91.1(c) and rule 47.53(a)(3), the person lawfully entitled to the possession of an aircraft for 28 days or longer must if the aircraft flies to, from, within, or over Papua New Guinea territory, register that aircraft and hold a valid certificate of registration for that aircraft from—

(1) the Director; or

(2) the appropriate aeronautical authorities of a Contracting State; or

(3) the appropriate aeronautical authorities of another State that is party to an agreement with the Government of Papua New Guinea or the Civil Aviation Authority of Papua New Guinea which provides for the acceptance of each other's registrations.

(b) No aircraft shall be registered in or remain registered in Papua New Guinea if it is registered in any other country.

(c) In the case of remotely piloted aircraft, the requirements of paragraph (a) apply if the aircraft:

(1) all up weight on take-off is 250 grams or more; or

(2) is engaged in operations that require a Part 102 authorisation or certificate.

47.53 Application for registration and grant of certificate

(a) Subject to paragraph (3), an application for registration of an aircraft and for the grant of a Papua New Guinea certificate of registration must be made by, or on behalf of—

(1) the person who is lawfully entitled to the possession of the aircraft for 28 days or longer; or

(2) the person who, on a date specified in the application, will be lawfully entitled to the possession of the aircraft for 28 days or longer;

(3) in the case of remotely piloted aircraft, the application prescribed in paragraph (a) must be made by a person who is at least 16 years of age if the person lawfully entitled to the possession of a remotely piloted aircraft for 28 days or longer is less than 16 years of age.

(b) The applicant must complete form CA 47/01, which shall require—

(1) the manufacturer, model and subject to paragraph (5), the serial number of the aircraft; and

(2) the name and address for service in Papua New Guinea of the person specified in paragraph (a)(1) or (2); and

(3) the name and address of the legal owner of the aircraft; and

(4) such further particulars relating to the aircraft and the person specified in paragraph (a)(1) or (2) as may be required by the Director; and

(5) in the case of remotely piloted aircraft, the serial number of the aircraft, if available; and submit it to the Director with a payment of the appropriate application fee prescribed by regulations made under the Act.

(c) The Director may require the applicant, or, where the application is made on behalf of a person, that person, to produce all or any of the following, as may be reasonable in the circumstances:

(1) evidence of the manufacturer, model and serial number of the aircraft;

(2) evidence of the identity of the person specified in paragraph (a)(1) or (2);

(3) evidence of the identity of the legal owner of the aircraft specified in paragraph (b)(3);

(4) a statutory declaration by the person specified in paragraph (a)(1) or (2) that that person is, or on a date specified in the application will be, lawfully entitled to the possession of the aircraft for 28 days or longer.

47.55 Registration and grant of certificate

(a) An applicant is entitled to have an aircraft registered and is entitled to the grant of a Papua New Guinea certificate of registration if the Director is satisfied that—

(1) the aircraft is not registered in any other country; and

(2) the person lawfully entitled to the possession of the aircraft for 28 days or longer is a fit and proper person in accordance with Section 49 of the Civil Aviation Act; and

(3) the granting of the certificate is not contrary to the interests of aviation safety.

(b) If the Director is satisfied that an applicant complies with the requirements of paragraph (a), the following details shall be entered in the Papua New Guinea Register of Aircraft—

(1) the date of registration; and

(2) the description of the aircraft given in the application; and

(3) the name and address for service of the person lawfully entitled to the possession of the aircraft for 28 days or longer; and

(4) the name and address of the legal owner of the aircraft; and

(5) the registration mark allocated to the aircraft by the Director; and

(6) other information recorded in the certificate of registration.

(c) The certificate of registration, in wording and arrangement, shall be in accordance with the certificate shown in Appendix A.2.

47.57 Change of possession of aircraft

(a) If the holder of a Papua New Guinea certificate of registration ceases to have lawful entitlement to possession of the registered aircraft for a period of 28 days or longer, the certificate expires on the date the certificate holder ceases to have lawful entitlement to possession of the aircraft.

(b) The certificate holder whose certificate expires in accordance with paragraph (a) must—

(1) within 14 days after the date of such expiry, ensure the completion of—

(i) the form printed on the reverse side of the Papua New Guinea certificate of registration; or

(ii) form CA 47/01— and submit the form to the Director with a payment of the appropriate feeprescribed by regulations made under the Act; or

(2) where applicable, notify the Director in accordance with rule 47.67.

47.59 Operation of aircraft after expiry of certificate

(a) Notwithstanding rule 47.51(a), a person lawfully entitled to the possession of an aircraft which flies to, from, within, or over Papua New Guinea territory, is not required to hold a valid Papua New Guinea certificate of registration for a period of 28 days from the date of expiry of the certificate under rule 47.57(a).

(b) After 28 days have elapsed from the expiry of a Papua New Guinea certificate of registration under rule 47.57(a), no person shall operate the aircraft until such time as the Director grants a certificate of registration for the aircraft.

47.61 Currency of information in certificate

(a) The holder of a Papua New Guinea certificate of registration must notify the Director, as soon as practicable, of any change that affects the currency of any information contained in the certificate.

(b) If, after receiving a notification under paragraph (a), the Director amends or revokes the certificate of registration and issues a new certificate in its place in accordance with Section 49 of the Act, the relevant particulars shall be updated in the Papua New Guinea Register of Aircraft.

47.63 Replacement of certificate

(a) The holder of a Papua New Guinea certificate of registration may apply for a replacement certificate if the certificate is—

(1) lost, stolen, or destroyed; or

(2) so damaged that particulars are no longer clearly legible.

(b) The applicant for a replacement certificate must complete form CA 47/01 and submit to the Director together with the current certificate if that certificate is damaged.

47.65 Duration of certificate

(a) A Papua New Guinea certificate of registration remains valid until—

(1) it expires under rule 47.57(a); or

(2) it is suspended or revoked by the Director.

(b) The holder of a Papua New Guinea certificate of registration that is suspended must immediately produce the certificate to the Director for appropriate endorsement.

(c) The holder of a Papua New Guinea certificate of registration that is revoked must immediately surrender the certificate to the Director

47.67 Destruction, loss, theft, withdrawal from use, or foreign registration of aircraft

(a) The holder of a Papua New Guinea certificate of registration, or an authorised representative ofthe holder, must notify the Director in accordance with paragraph (b)—

(1) within 14 days after becoming aware that the aircraft is—

(i) destroyed, lost or stolen; or

(ii) permanently withdrawn from use; or

(2) immediately upon the application for registration of the aircraft on the aircraft register of any other country.

(b) The notification under paragraph (a) must—

(1) be made in writing; and

(2) be signed by the certificate holder or an authorised representative of the holder; and

(3) set out the circumstances of what has occurred; and

(4) be accompanied by the certificate of registration.

47.69 Cancellation and certificate of deregistration

(a) An aircraft remains registered until—

(1) the holder of a certificate of registration requests the Director to revoke the certificate for the aircraft and the Director revokes it; or

(2) the Director cancels the certificate of registration after being satisfied that—

(i) the aircraft is destroyed, lost, or stolen; or

(ii) the aircraft is permanently withdrawn from use, or the Aircraft Airworthiness Review is expired continuously for a period of longer than 3 years; or

(iii) a person lawfully entitled to possession of the aircraft for 28 days or longer has applied to register the aircraft in any other country; or

(iv) the aircraft is registered in any country other than Papua New Guinea— and the Director revokes the certificate of registration; or

(3) the Director otherwise revokes the certificate of registration in accordance with the Act; or

(4) the Director is satisfied that the conditions of Section 113 of the Act apply in regard to outstanding amounts secured by a lien on the aircraft and cancels the certificate of registration; or

(5) the Director

(i) is satisfied that the certificate of registration has expired under rule 47.57(a); and

(ii) has not received an application under rule 47.53 within 14 days after the date onwhich the Director was satisfied the certificate had so expired.

(6) the Director issues a certificate of deregistration for the aircraft—

(i) when the Director is satisfied that any of the requirements of paragraphs (a)(1), (2), (3), (4) or (5) have been met; and.

(ii) the certificate issued is as prescribed in Appendix A.3.

(b) The entry for an aircraft in the Papua New Guinea Register of Aircraft shall be cancelled when the Director issues a certificate of deregistration for the aircraft in accordance with paragraph (a)(6)

47.71 Nationality of aircraft

Each aircraft registered by the Director in accordance with rule 47.55(a) has Papua NewGuinea nationality and shall be classified in accordance with the requirements in Appendix A.1 of this Part.

Subpart C — Aircraft Marking

47.101 Requirement for aircraft marking

(a) Except as provided in paragraphs (b), (c), (d) and (e), each holder of Papua New Guinea certificate of registration must ensure that the aircraft bears a nationality mark, a registration mark, and an identification plate in the manner, and in accordance with, the specifications prescribed in rules 47.111 to 47.121 inclusive.

(b) The following Papua New Guinea registered aircraft are not required to bear a nationality markwhen operating within Papua New Guinea:

(1) manned balloons;

(2) unmanned aircraft;

(3) aeroplanes operating pursuant to a special category airworthiness certificate issued under Part 21, Subpart H.

(c) A Papua New Guinea registered aircraft being operated on a police operation authorised bythe Commissioner of Police is not required to bear its nationality mark or its allocated registration mark when operating within Papua New Guinea provided that the aircraft bears a Police mark.

(d) The following aircraft issued with a special category experimental airworthiness certificate are not required to bear a nationality mark or a registration mark when operating within Papua New Guinea provided that the aircraft has an identifiable paint scheme registered in accordance with rule 47.105:

(1) Production non-type certificated aircraft:

(2) Aircraft where the surface to be marked is not large enough to accommodate the size ofmarks specified in rule 47.117.

(e) No person may operate a remotely piloted aircraft registered in accordance with this Part unless the aircraft bears a unique identifier prescribed by rule 47.105.

47.103 Nationality and registration marks

(a) The nationality mark of a Papua New Guinea registered aircraft shall be the letter ‘P’ followedby the numeral ‘2’, that is ‘P2’.

(b) Subject to rule 47.105, the registration mark of a Papua New Guinea registered aircraft must—

(1) be allocated to the aircraft by the Director; and

(2) be a group consisting of 3 letters appearing after and separated from the nationality mark by a hyphen; or

(c) Paragraph (b) does not apply to Police marks.

47.105 Remotely piloted aircraft unique identifier

The unique identifier of a Papua New Guinea registered remotely piloted aircraft required by rule 47.101(e), separated from the nationality mark prescribed in rule 47.103(a) by a hyphen, must be oneof the following—

(1) the registration mark issued to a person by the Director; or

(2) the registration mark issued to the aircraft by the Director on completion of the registration undertaken under this Part; or

(3) the remotely piloted aircraft serial number if authorised by the Director, and that serial number is provided in the application for the remotely piloted aircraft certificate of registration under rule 47.53; or

(4) a group consisting of 3 or more letters or numerals, or combination of letters and numerals acceptable to the Director.

47.107 Reservation of registration mark

(a) Subject to paragraphs (b) and (c), the Director may reserve a registration mark for a period not exceeding 24 months—

(1) at the request of a person who intends to register an aircraft in the Papua New Guinea Register of Aircraft; and

(2) on payment of any applicable fees or charges prescribed by regulations made under the Act.

(b) A registration mark shall not be reserved if it is currently in use on a registered aircraft.

(c) The Director may refuse to reserve a registration mark if the Director considers its use to be undesirable.

(d) A registration mark that has been reserved must not, while reserved, be allocated to an aircraftas a registration mark otherwise than at the request of the person on whose request the registration mark was reserved.

47.109 Change of registration mark

(a) The holder of a Papua New Guinea certificate of registration may apply to the Director for a new registration mark to replace the mark allocated to the aircraft specified in the certificate.

(b) The applicant for a change of registration mark must apply in writing and submit to theDirector—

(1) the certificate of registration; and

(2) the registration mark sought; and

(3) a payment of the appropriate fee prescribed by regulations made under the Act.

(c) On receiving an application under paragraph (b), the Director may withdraw the to the aircraft and allocate the new registration mark.

(d) On allocation of a new registration mark under paragraph (c), the details must be entered in the Papua New Guinea Register of Aircraft, specifically the particulars of the new registration mark allocated to the aircraft.

47.111 Display of marks

(a) Subject to rule 47.112, the nationality and registration marks required by rule 47.101 must—

(1) except as provided for in paragraph (c), be painted on the aircraft or affixed by any other means ensuring a similar degree of permanence; and

(2) be displayed to the best possible advantage having regard to the construction or features of the aircraft; and

(3) be kept clean and visible at all times.

(b) The letters and hyphen must be of one colour that contrasts clearly with the background on which they are painted or otherwise affixed.

(c) Police marks must be affixed to the aircraft by a means that will ensure the marks are displayed in accordance with the other requirements of this Subpart for the duration of the authorised Police operation.

(d) Nationality and registration marks must not be displayed when Police marks are displayed inaccordance with paragraph (c).

47.112 Display and location of unique identifier – remotely piloted aircraft

The remotely piloted aircraft unique identifier required by rule 47.101(e) must be:

(a) maintained in a legible condition; and

(b) affixed to the remotely piloted aircraft by any means necessary to ensure it remains affixed for the duration of each flight or series of flights; and

(c) readily accessible and visible on inspection of the remotely piloted aircraft, and if enclosed ina compartment, the unique identifier can be accessed without the use of a tool.

47.113 Location of marks - lighter-than-air aircraft

(a) On airships, the marks required by rule 47.101 must appear—

(1) lengthwise on each side of the hull near the maximum cross section of the airship and onthe 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 letters towards the leading edge:

(ii) the vertical stabiliser, on each side of the bottom half stabiliser, with the letters placed horizontally.

(b) On spherical balloons, the marks required by rule 47.101 must appear in 2 places diametrically opposite and located near the maximum horizontal circumference of the balloon.

(c) On non-spherical balloons, the marks required by rule 47.101 must 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 must be visible both from the sides and from the ground.

47.115 Location of marks - heavier-than-air aircraft

(a) On aeroplanes, the marks required by rule 47.101 must appear—

(1) except as provided in paragraph (c), once, on the lower surface of the wing structure. Ifthe marks are confined to the outer half of the wing structure, they must be located on the left lower surface. The tops of the letters must be towards the leading edge of the wingand so far as is possible, be equidistant from the leading and trailing edges of the wing;and

(2) horizontally on both sides of the fuselage between the wings and tail surfaces, or horizontally on the upper halves of the vertical tail surfaces. Marks on a single vertical tailsurface must appear on both sides. Marks on multi-vertical tail surfaces must appear onthe outboard sides of the outer surfaces.

(b) On rotorcraft, the marks required by rule 47.101 must appear in a prominent place not obstructed in normal use—

(1) on the bottom surface of the fuselage or cabin; and

(2) on both sides of the fuselage or cabin or tail boom.

(c) Aeroplanes which operate exclusively within Papua New Guinea territory are not required to display marks on the lower surface of the wing structure.

(d) If a heavier-than-air aircraft does not possess parts corresponding to those described in the applicable paragraph of this rule, the marks must be located in such a manner that the aircraft registration can be readily identified to the satisfaction of the Director.

(e) Paragraphs (a), (b) and (d) do not apply to remotely piloted aircraft.

47.117 Specification of marks

(a) Nationality and registration marks must consist of capital letters in Roman characters and theArabic numeral 2, in both cases without ornamentation.

(b) The width of each letter (except the letter "I") and the length of the hyphen must be two-thirds of the height of the letter.

(c) Each letter must be separated from the letter which immediately precedes or follows it by aspace not less than one-quarter the width of the individual letters, the hyphen being regardedas a letter for this purpose.

(d) The lines forming the letters and hyphen must be solid and the thickness of those lines shallbe one-sixth of the height of the letter.

(e) The colour of marks must contrast clearly with the background.

(f) Paragraphs (a), (b), (c) and (d) do not apply to remotely piloted aircraft.

47.119 Measurement of marks

(a) Nationality and registration marks must be formed of letters of equal height and must be sosituated as to leave a margin of at least 5cm along each edge of any surface to which they are affixed.

(b) The height of the marks on lighter-than-air or heavier-than-air aircraft must not be less than 50 cm

(c) The height of the marks on heavier-than-air aircraft must be—

(1) on the wings of an aeroplane, not less than 50 cm and

(2) on the bottom surface of the fuselage or cabin of a helicopter, not less than 30 cm high;

and

(3) on the fuselage, cabin or equivalent structure and on the vertical surfaces, not less than 30 cm.

(d) The measurements of the marks related to unmanned free balloons must be acceptable to the Director, taking into account the size of the payload to which the identification plate is affixed.

(e) In special cases where a lighter-than-air or heavier-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in rule 47.119(b), the measurements of the marks must be acceptable to the Director, taking account of the need for the aircraft to be identified readily.

(f) Paragraphs (a), (c) and (d) do not apply to remotely piloted aircraft.

47.121 Identification plate

(a) The identification plate required by rule 47.101(a) must be etched, stamped, or engraved with theaircraft's allocated nationality and registration marks.

(b) The identification plate must—

(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 theaircraft; and

(3) In the case of unmanned free balloon, the identification plate shall be 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 mainentrance or compartment; or

(5) affixed conspicuously to the exterior of the aircraft if there is no main entrance orcompartment.

47.123 Obstructing identification

No person shall place on any Papua New Guinea registered aircraft any mark or symbol that modifies or confuses the nationality or registration marks or unique identifiers that are allocated to and required to be displayed by the aircraft under this Part

Appendix A

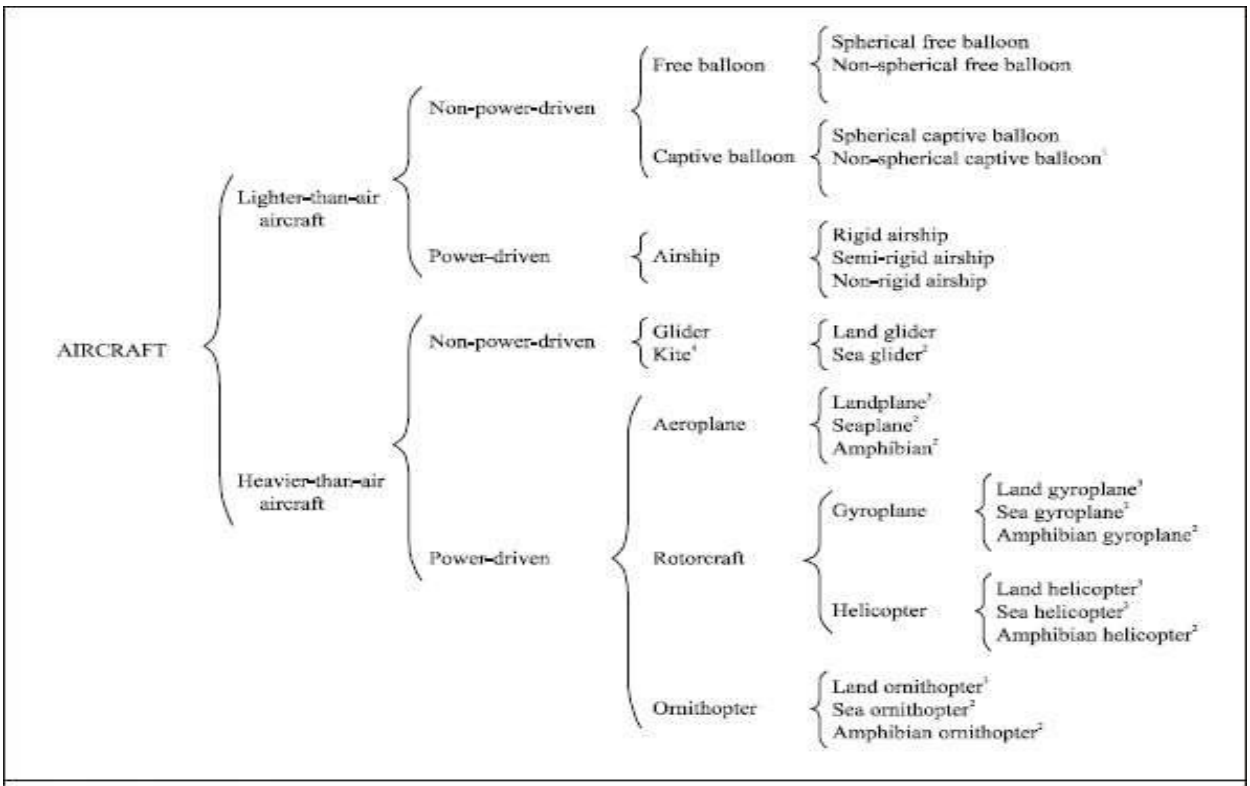
A.1 Classification of Aircraft

(a) Each aircraft registered in Papua New Guinea shall be classified in accordance with Table A.1 below.

(b) An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.

(c) Unmanned aircraft shall include unmanned balloons, kites, model aircraft, remotely piloted and autonomous aircraft.

Table A.1 -Aircraft Classification



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.

A.2 Certificate of Registration

*	State *or* Common mark registering authority Ministry Department or Service **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 .....

..... in accordance with the Convention on International Civil
(name of register)

Aviation dated 7 December 1944 and with the (†).....

(Signature) .....

Date of issue .....

(†) Insert reference to applicable regulations.

*

* For use by the State of Registry or common mark registering authority.

A.3 Certificate of Deregistration

*		*
	State *or* Common mark registering authority Ministry Department or Service **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 one):
- ☐ ownership of aircraft
- ☐ operator of aircraft
- ☐ other (*explain*): .....

4b. Address of certificate holder .....
(at the time of deregistration)

5. Name and contact information of owner, if different from certificate holder: .....
(at the time of deregistration)

6. It is hereby certified that the above described aircraft has been duly removed from the .....
..... on ..... and the Certificate of Registration has been cancelled.
(name of register) (date)

6a. Reason(s) for deregistration, if known: .....

(Signature) .....

Date of issue .....

*

* For use by the State of Registry or common mark registering authority.