

STATE OF LIBYA
MINISTRY OF TRANSPORT
CIVIL AVIATION AUTHORITY



دولة ليبيا
وزارة المواصلات
مصلحة الطيران المدني

Libyan Civil Aviation Regulations

AIRCRAFT REGISTRATION **AND MARKING** **(LYCAR.47)**

Issue: 02 Rev.01 – Aug 2021

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Libya Civil Aviation Regulations - Aircraft Registration and Marking (LYCAR.47)

Preamble

- The regulations contained herein are adopted under the provision of Article No.(S) of Libyan Civil Aviation Law No.(6) of 2005, issued and signed up by the Director General of Civil Aviation and by virtue of powers vested from the Minister of Transport under the resolution No.(154) issued on 13/05/2015.
- Libyan Civil Aviation Regulation (LYCAR.47) issue 02 Rev.01 establishes common technical requirements and administrative procedures to Aircraft Registration and Marking.
- The Regulations contained herein are the second issue Rev.01 of LYCAR.Part.47 first issued on 2008.
- The information contained herein is subject to constant review in the light of changing regulations and requirements. No subscriber or other reader should act on the basis of any such information without also referring to the applicable laws and regulations and/or without taking appropriate professional advice when/as indicated/required. Although, every effort has been made to ensure accuracy, the Libyan Civil Aviation Authority, shall not be held responsible for loss or damage caused by errors, omissions, misprints or misinterpretation of the contents hereof.
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21.8.25

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President of Libyan Civil Aviation Authority



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LYCAR Part 47 Issue 02 Rev. 01 Changes Highlight

No.	Subpart/Appendix/Paragraph.	DESCRIPTION
1	<i>Part 47</i>	Replaced word this regulations where found with word This part.
2	Subpart A	Replaced word – General
3	47.05	Some definitions are removed.
4	47.15	Para.(a) point 1&2 added.
5	47.20	Para.(a) changed.
6	47.30	Para.(a) POINT 1 WORD AND REMOVED.
7	47.75	Para.(b) point 2 removed & re-paraphrased.
8	47.90	Para. (a) point 4 added
9	Appendix A	Sec.IV – para.(a) (1) added.
10	Appendix A	Sec.IV – para.(d) (e) removed.
11	Appendix A	All section re-numbering.

List of Issue & Revision

No.	Issue No.	Date	Revision No.	Date	Remark
1	Issue 1	<i>Oct-2008</i>	Rev.00	<i>Oct-2008</i>	
2	Issue 2	<i>Dec-2017</i>	Rev.00	<i>Dec-2017</i>	
3	Issue 2	<i>Aug-2021</i>	Rev.01	<i>Aug-2021</i>	

SUBPART – A

GENERAL

47.01 - Applicability

- (a) This part prescribes:
 - (1) The requirements, under Articles 32,33,34,35 of the Civil Aviation Law No. 6 of 2005.
 - (2) The rules governing:
 - (i) The registration of aircraft in Libya;
 - (ii) The allocation and display of the nationality and registration marks for Libyan registered aircraft.
- (b) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

Note: Appendix A to this part contains guidelines on the standards for obtaining a certificate of Registration.

47.05 - Definitions.

The following are definitions of terms used in this part, they have the following meanings:-

- **Libyan citizen:** means one of the following:
 - (i) An individual who is a citizen of Libya.
 - (ii) A partnership of which each member is such an individual.
 - (iii) Corporation or company created or organized under Libyan laws.
- **Permanent Resident:** means an individual citizen of a foreign country lawfully admitted for permanent residence in Libya as an immigrant, in conformity with the Libyan laws and regulations.
- **Remotely piloted aircraft (RPA):** An unmanned aircraft which is piloted from a remote pilot station.

47.10 - Classification of aircraft

- (a) Aircraft shall be classified in accordance with Appendix-B of this part,
- (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 free balloons and remotely piloted aircraft.

47.15 - Registration requirements.

- (a) An aircraft may not be registered under Libyan Civil Aviation Law enforce as amended unless that aircraft meets the following requirements:
 - (1) Except as provided in paragraph (a) (2) of this section, an aircraft shall not be more than Eighteen (18) years old since the year of manufacture.
 - (2) An aircraft certified for cargo operations shall not be more than twenty five (25) years old since the year of manufacture.
 - (3) It is issued an Export Certificate of Airworthiness limited to 60 days from the date of issued by the current State of Registry who shall have a safety oversight performance record acceptable to LYCAA.
 - (4) It is not registered in another foreign country or registered internationally, and
 - (5) It is wholly owned by a Libyan citizen or a permanent resident in Libya, or

- (6) It is owned or leased with the purpose of purchase or leased for a period of not less than 24 months by a Libyan citizen in accordance with the Civil Aviation Law as amended, or
- (7) It is owned by a company or corporation registered in Libya in accordance with the laws and regulations of the applicable Libyan Law as amended and has a place of business therein.
- (8) It has been insured and the insurance coverage meets the minimum legal liability limit for third parties passengers, baggage, cargo, aircraft hull, flight crew and cabin crew, the insured risks shall include acts of war, terrorism, hijacking, acts of sabotage, unlawful seizure of aircraft.
- (9) It meets the airworthiness and operational requirements set forth in the Libya Civil Aviation Regulations, and
- (10) It meets the environmental and noise requirements set forth in Libya Civil Aviation Regulations, and.
- (11) It has within it the current and approved documents, in conformity with the provisions prescribed in LYCARs.
- (b) No person may operate an aircraft that is eligible for registration under the Civil Aviation Law as amended unless the aircraft has been registered by its owner or his legal agent.
- (c) When any aircraft is first entered in Libya Civil Aircraft Registry, the State of design and manufacturer must be advised that the particular type is entered in Libyan civil aircraft Register.

47.20 - Applicants.

- (a) A qualified person who wishes to register an aircraft in Libya must arrange with LYCAA to make the required documents and the aircraft available for the necessary review and inspection, and the aircraft is subject to LYCAA acceptance before submit an application or an official letter requesting an Aircraft Registration under this part.
- (b) An aircraft may be registered only by and in the legal name of its owner.
- (c) Applicants are required to provide LYCAA with the application the following:
 - Proof of identity.
 - Proof of address-for-service.
- (d) LYCAA does not issue any certificate of ownership or endorse any information with respect to ownership on a Certificate of Aircraft Registration. LYCAA issues a Certificate of Aircraft Registration to the person who appears to be the owner on the basis of the evidence of ownership submitted pursuant to section 47.35 with the Application for Aircraft Registration, or recorded at LYCAA Aircraft Registry.
- (e) In this part, "owner" means the qualified person or entities, and no other, who is lawfully entitled to hold legal or beneficial interest by way of ownership of aircraft registered in Libya and a lessee of an aircraft under a contract of conditional sale.

47.25 - Libyan citizens and permanent residents.

- (a) Libyan citizens, an applicant for aircraft registration under this part who is a Libyan citizen must certify this in the application.
- (b) Permanent residents, an applicant for aircraft registration under the Civil Aviation Law as amended, who is permanent resident, must furnish a permanent residence certificate issued by the related department of Ministry of Interior.
- (c) Corporate bodies, an applicant, who is established and organized under Libyan laws and having their principal place of business in Libya, must furnish a certificate issued by related Libyan Ministry.

47.30 - Corporations owned by non-Libyan citizens.

- (a) Each corporation applying for registration of an aircraft under the Civil Aviation Law as amended must submit the following to LYCAA with the application:
 - (1) A certified copy of its certificate of incorporation;

- (2) A certification that it is lawfully qualified to do business in Libya; and
 - (3) A certification that the aircraft will be based managed and operated from a place in Libya; or
 - (4) A certification that it be managed and operated by an air transport organization holding an Air Operator Certificate issued by LYCAA.
- (b) The corporation that seeking registers an aircraft pursuant to this section shall maintain, and make available for inspection by LYCAA upon request, maintenance and operational records.
- (c) The aircraft shall be maintained and operated pursuant to LYCAA regulations.

47.35 - Evidence of ownership.

Except as provided in paragraph 47.60, each qualified person that submits an application for Aircraft Registration under this regulations must also submit the required evidence of ownership, as follows:

- (a) The buyer in possession, or the lessee of an aircraft under a contract of conditional sale must submit the contract.
- (b) The reposessor of an aircraft must submit:
 - (1) A certificate of repossession, or its equivalent, signed by the applicant and stating that the aircraft was repossessed or otherwise seized under the security agreement involved and applicable local law;
 - (2) When repossession was through foreclosure proceedings resulting in sale, a bill of sale signed by authorized person who conducted the sale, and stating that the sale was made under applicable local law.
- (c) The buyer of an aircraft at a judicial sale must submit a bill of sale signed and certified by the determining authority or court made under applicable law and regulations.
- (d) The buyer of an aircraft from the estate of a deceased former owner must submit:
 - (1) A bill of sale, signed by the heir- at-law
 - (2) A certified copy of the limitation of succession; and
 - (3) A statement that he is the person entitled to, or having the right to dispose of, the aircraft under applicable law and regulations.

47.40 - Signatures and instruments made by representatives.

- (a) Each signature on an Application for Aircraft Registration, or a request for cancellation of a Certificate of Aircraft Registration or on a document submitted as supporting evidence under this part, must be in ink.
- (b) When one or more persons doing business under a trade name submit an application for Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration, the application or request must be signed by, or on behalf of, each person who shares title to the aircraft.
- (c) When an agent submits an application for Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration on behalf of the owner, he must:
 - (1) State the name of the owner on the application or request;
 - (2) Sign as agent or attorney-in-fact on the application or request; and
 - (3) Submit a signed power of attorney, or a true copy thereof certified as per the applicable regulations, with the application or request.
- (d) When a corporation or company submits an application for Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration, it must:
 - (1) Have an authorized person sign the application or request;
 - (2) Show the title of the signer's office on the application or request; and
 - (3) Submit a copy of the valid authorization to sign for the corporation or company, certified as true by a corporate officer or other person in a managerial position therein, with the application or request, unless:

- (i) The signer of the application or request is a corporate officer or other person in a managerial position in the corporation or company and the title of his office is stated in connection with his signature; or
- (ii) A valid authorization to sign is on file at the LYCAA Aircraft Registry.
- (e) When a partnership submits an application for Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration, it must:
 - (1) State the full name of the partnership on the application or request;
 - (2) State the name of each general partner on the application or request; and
 - (3) Have a general partner sign the application or request.
- (f) A power of attorney or other evidence of a person's authority to sign for another, submitted under this regulation, is valid for the purposes of this section, unless sooner revoked, until:
 - (1) Its expiration date stated therein; or
 - (2) If an expiration date is not stated therein, for not more than 3 years after the date it is signed.

47.45 - Identification marks.

- (a) Registration required. Any citizen lawfully entitled to the possession of an aircraft must, if the aircraft flies within Libya territory, register that aircraft and hold a valid certificate of registration from LYCAA.
 - (1) Aircraft not previously registered anywhere. The applicant must obtain Libyan identification letters from LYCAA Aircraft Registry by request in writing describing the aircraft by make, type, model, and serial number or, (*if it is amateur-built*, as provided in 47.65(b) and stating that the aircraft has not previously been registered anywhere.
***Note:** If the aircraft was brought into Libya from a foreign country, the applicant must submit evidence that the aircraft has never been registered in a foreign country.*
 - (2) Aircraft last previously registered in a foreign country. Whether or not the foreign registration has ended, the applicant must obtain Libyan identification marks from LYCAA Aircraft Registry for an aircraft last previously registered in a foreign country, by request in writing describing the aircraft by make, model, and serial number, accompanied by evidence of termination of foreign registration in accordance with paragraph 47.75(b).
 - (3) Authority to use the identification letters obtained under (a)(1) or (2) of this section expires 90 days after the date it is issued unless the applicant submits an Aircraft Registration Application (Appendix C), and complies with sections 47.65 or 47.75, as applicable, within that period of time. However, the applicant may obtain an extension of this 90-day period from LYCAA Aircraft Registry if he shows that his delay in complying with that section is due to circumstances beyond his control.
- (b) Libyan identification marks may not exceed three capital letters in addition to the prefix letters "5A".

47.50 - Reservation and assignment of registration marks.

A qualified person, upon payment of the applicable fees and charges prescribed by the current status, may request LYCAA

- (a) To reserve Libya identification marks provided that:
 - (1) The mark has not already been allocated or reserved and
 - (2) The reservation period not to exceed 12 months.
- (b) Upon application to assign mark as special identification mark provided that the requested mark:
 - (1) Is not allocated or reserved and
 - (2) Is not reserved for more than 12 months.

47.55 - Correspondence.

Each application, request, notification, or other communication under this regulations must be addressed to Director General of Libyan Civil Aviation Authority.

SUBPART- B - Certificates of Aircraft Registration

47.60 - Application.

- (a) Each applicant for a Certificate of Aircraft Registration must submit the following to LYCAA
 - (1) The original copy of the Aircraft Registration Application, (Appendix C); and
 - (2) The original Aircraft Bill of Sale, or other evidence of ownership authorized by paragraphs 47.65 or 47.75 (unless already recorded at LYCAA Aircraft Registry).
- (b) LYCAA rejects an application when any form is not completed, or when the name and signature of the applicant are not the same throughout.
- (c) After he complies with (a) of this section, the applicant shall furnish the LYCAA with a proof of payment of the applicable fees.

47.65 – Aircraft not previously registered anywhere.

- (a) A person who is the owner of an aircraft that has not been registered under any foreign law may register it under this regulations if he:
 - (1) Complies with sections 47.05, 47.20, 47.25, 47.30, 47.35, 47.40 and 47.60, as applicable; and
 - (2) Submits with his application an aircraft original Bill of Sale or other evidence of ownership authorized by paragraph 47.35.
- (b) The owner of an amateur-built aircraft who applies for registration under (a) of this section must describe the aircraft by class (airplane, rotorcraft, glider, or balloon), serial number, number of seats, type of engine installed, (reciprocating, turbo-propeller, turbojet, or other), number of engines installed, and make, model, and serial number of each engine installed; and must state whether the aircraft is built for land or water operation. Also, he must submit as evidence of ownership an affidavit giving, if applicable, a Libyan identification marks, and stating that the aircraft was built from parts and that he is the owner. If the aircraft was built from a kit, the applicant must also submit a bill of sale from the manufacturer of the kit.
- (c) The owner, other than the holder of the type certificate, of an aircraft that he assembles from parts to conform to the approved type design, must describe the aircraft and engine in the manner required by paragraph (b) of this section, and also submit evidence of ownership satisfactory to LYCAA, such as bills of sale, for all major components of the aircraft.

47.70 - Identification Plate

- (a) An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark, the plate shall be made of a fire proof metal or other fire proof material of suitable physical properties, and
- (b) The identification plate shall be:
 - (1) Secured to the aircraft in a prominent position near the main entrance, or
 - (2) In the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
 - (3) In the case of 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.

47.75 - Aircraft last previously registered in a foreign country.

- (a) A person who is the owner of an aircraft last previously registered in a foreign country may register it under this regulations if he:
 - (1) Complies with paragraphs 47.05, 47.20, 47.25, 47.30, 47.35, 47.40, and 47.60, as applicable;

- (2) Submits with his application a bill of sale from the foreign seller or other evidence satisfactory to LYCAA that he owns the aircraft; and
- (3) Submits evidence satisfactory to LYCAA that the foreign registration has ended or the aircraft is deregistered.
- (b) For the purposes of (a) (3) of this section, satisfactory evidence of termination of the foreign registration is a statement, by the official having jurisdiction over the national aircraft registry of the foreign country, that the registration has ended or aircraft is deregistered, and showing the official's name, title and describing the aircraft by make, model and serial number.

47.80 - Effective date of registration.

An aircraft is registered under this subpart on the date and at the time LYCAA issues the Certificate of Aircraft Registration, after the documents required by paragraphs 47.65 and 47.75 have been received, examined and found satisfactory.

47.85 - Duration and return of Certificate.

- (a) Each Certificate of Aircraft Registration issued by LYCAA under this subpart is effective, unless suspended or revoked, until the date upon which:
 - (1) The aircraft is registered under the laws of a foreign country;
 - (2) The registration is canceled at the written request of the holder of the certificate;
 - (3) The aircraft is totally destroyed or scrapped;
 - (4) Ownership of the aircraft is transferred;
 - (5) The holder of the certificate loses his Libyan citizenship;
 - (6) Six months have elapsed since the death of the holder of the certificate;
 - (7) The owner, if an individual who is not a Libyan citizen, loses status as a permanent resident;
 - (8) If the owner is a non-Libyan corporation:
 - (i) The corporation ceases to be lawfully organized and doing business under Libya laws and regulations; or
 - (ii) The aircraft was not based and primarily used in Libya.
 - (9) The lease contract is terminated under the terms and conditions of lease contract signed by the parties
 - (10) If it appears to LYCAA that any applicable requirements under the Libyan Air Law and/or regulations, relating to the safety of the operation or the airworthiness of that aircraft, cannot be complied with.
- (b) The Certificate of Aircraft Registration must be returned to LYCAA Aircraft Registry:
 - (1) In case of registration under the laws of a foreign country, by the person who was the owner of the aircraft before foreign registration;
 - (2) Within 7 months after the death of the holder of the certificate, by the executor of his estate, or by his heir-at-law if no executor has been or is to be appointed; or
 - (3) Upon the termination of the registration, by the holder of the Certificate of Aircraft Registration in all other cases mentioned in (a) of this section.

47.90 - Invalid registration.

- (a) The registration of an aircraft is invalid if:
 - (1) The aircraft is registered in a foreign country; or
 - (2) The interest of the applicant in the aircraft was created by a transaction that was not entered into in good faith, but rather was made to avoid (with or without the owner's knowledge) compliance with national laws and regulations; or
 - (3) Any of the aircraft registration requirements cease to be legally complied with Libyan laws and/or regulations; or
 - (4) A period of 24 calendar months that the Airworthiness Certificate surrendered, superseded, revoked, or otherwise terminated, or 24 calendar months of the expiry date of the Airworthiness Certificate.
- (b) If the registration of an aircraft is invalid under point (a) of this section, the holder of the invalid Certificate of Aircraft Registration shall return it as soon as possible to LYCAA.

47.95 - Change of address.

Within 30 days after any change in his permanent address, the holder of a Certificate of Aircraft Registration for an aircraft shall notify LYCAA of his new address. A revised Certificate of Aircraft Registration is then re-issued, with applicable fees.

47.100 - De-registration of Aircraft for export purpose.

- (a) The holder of a Certificate of Aircraft Registration who wishes to de-register the aircraft must submit in a form and manner acceptable to LYCAA:
 - (1) A written request for de-registration of aircraft describing the aircraft by make, model, and serial number, stating Libyan identification and the country to which the aircraft will be exported; and
 - (2) It must bear only the legal name of the aircraft owner; or his agent, who holds power of attorney, and
 - (3) Evidence satisfactory to LYCAA that each holder of a recorded right has been satisfied or has consented to the transfer.
- (b) LYCAA notifies the country to which the aircraft is to be exported of the cancellation by ordinary mail, airmail, email or by FTN at the owner's request. The owner must arrange and pay for the transmission of this notice by means other than ordinary mail, airmail email or by FTN.

47.105 - Replacement of Certificate.

If a Certificate of Aircraft Registration is lost, stolen, mutilated or destroyed, the holder of the Certificate of Aircraft Registration may apply to LYCAA Aircraft Registry for a duplicate certificate, accompanying his application with the required fee.

SUBPART- C - Nationality and Registration Marks.

47.110 - General.

- (a) No person may operate a Libyan-registered aircraft unless that aircraft displays nationality and registration marks in accordance with the requirements of this subpart and paragraphs 47.110 through 47.155.
- (b) Unless otherwise authorized by LYCAA, no person may place on any aircraft a design, mark or symbol that modifies or confuses the nationality and registration marks.
- (c) Aircraft nationality and registration marks must:
 - (1) Except as provided in (d) of this section, be painted on the aircraft or affixed by any other means insuring a similar degree of permanence;
 - (2) Have no ornamentation;
 - (3) Contrast in color with the background; and
 - (4) Be legible.
- (d) The aircraft nationality and registration marks may be affixed to an aircraft with readily removable material if: It is intended for immediate delivery to a foreign purchaser.
- (e) Combinations of letters' registration marks, which might cause confusion, safety hazard, or is an international call sign, or which might be confused with:
 - (1) The five-letter combinations used in the International Code of Signals, or
 - (2) The three-letter combinations beginning with **Q** used in the **Q Code**, or
 - (3) The distress signal **SOS**, or other similar urgent signals, for example **XXX**, **PAN** and **TTT**, shall not be used

47.115 - Display of marks

- (a) Each operator of an aircraft shall display on that aircraft marks in Roman Capital letters mark "**5A**" (denoting Libya Nationality) followed by the three registration letters of the aircraft. The nationality mark shall precede the registration mark and the registration mark shall be preceded by a hyphen.
- (b) When the registration letters are displayed on limited or restricted category aircraft or experimental or provisionally certificated aircraft, the operator shall also display on that aircraft near each entrance to the cabin or cockpit, in letters not less than 5 cm no more than 15 cm in height, the words "limited," "restricted," "experimental," or "provisional airworthiness," as the case may be.

47.120 - Location of nationality and registration marks on heavier-than-air aircraft

- (a) **Wings**; the marks shall appear once on the lower surface of the wing structure. 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. 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 shall be toward the leading edge of the wing.
- (b) **Fuselage (or equivalent structure) and vertical tail surfaces**; the marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surface or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface, they shall appear on both sides. When located on multi-vertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.
- (c) **Special cases**; if a heavier-than-air aircraft does not possess parts corresponding to those mentioned in (a) and (b), the marks shall appear in a manner such that the aircraft can be identified readily.

47.125 - Location of nationality and registration marks on lighter-than-air aircraft

- (a) **Airships**; the marks on an airship shall appear either on the hull or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer 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 toward the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters placed horizontally.
- (b) **Spherical balloons (other than unmanned free balloons)**; the marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.
- (c) **Non-spherical balloons (other than unmanned free balloons)**; the marks shall appear on each side. They shall be 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 side marks shall be visible both from the sides and from the ground.
- (e) **Unmanned free balloons**. The marks shall appear on the identification plate (see paragraph 47.70).

47.130 - Type of characters for nationality and registration marks

- (a) The letters shall be capital letters in Roman characters without ornamentation.
- (b) The width of each character and the length of hyphens shall be two-thirds of the height of a character, except the letter "I", which shall be one-sixth of the height of a character and the letters "M" and "W", which maybe the same as their height.
- (c) The characters and hyphens shall be formed by solid lines and shall be of a color contrasting clearly with the background. The thickness of the lines shall be one- sixth of the height of a character.
- (d) 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.

47.135 - Size of marks on heavier-than-air aircraft

- (a) **Wings**; the height of the marks on the wings shall be at least 50 cm.
- (b) **Fuselage (or equivalent structure) and vertical tail surfaces**; the height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces shall be at least 30 cm.
- (c) **Special cases**; if a heavier-than-air aircraft does not possess parts corresponding to those mentioned in (a) and (b) of this paragraph, or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined by LYCAA, taking account of the need for the aircraft to be identified readily.

47.140 - Size of marks on lighter-than-air aircraft

- (a) The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 cm.
- (b) The measurements of the marks related to unmanned free balloons shall be determined by LYCAA, taking into account the size of the payload to which the identification plate is affixed.
- (c) **Special cases**; if a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in (a) of this paragraph, the measurements of the marks shall be determined by LYCAA, taking into account the need for the aircraft to be identified readily.

47.145 - Marking of export aircraft.

A person who manufactures an aircraft in Libya for delivery outside thereof may display on that aircraft any marks required by the State of registry of the aircraft. However, no person may operate an aircraft so marked within Libya, except for test and demonstration flights for a limited period of time, or while in necessary transit to the purchaser.

47.150 - Sale of aircraft; removal of marks.

When an aircraft that is registered in Libya is sold, the holder of the Certificate of Aircraft Registration shall remove, before its delivery to the purchaser, all Libyan marks from the aircraft, unless the purchaser is:

- (a) Libyan citizen;
- (b) An individual citizen of a foreign country who is lawfully admitted for permanent residence in Libya; or
- (c) When the aircraft is to be based and primarily used in Libya, a corporation (other than a corporation which is a Libyan citizen) lawfully organized and doing business under the laws of Libya.

47.155 - Register of Nationality and Registration marks

LYCAA shall maintain a current register showing for each aircraft registered in Libya, the information recorded in the certificate of registration (see Appendix D). The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

47.160 - Certificate of Registration

The certificate of registration is issued on (Appendix D) "Certificate of Registration", all information and entries required therein shall be in Arabic and English language. The certificate of registration shall be carried on board every aircraft engaged in national and international air navigation.

Appendix- A

Aircraft Certificate of Registration

I. Introduction

This appendix contains guidelines on the standards of obtaining a Certificate of Registration (C of R) according to Libya Civil Aviation Law enforce, and it is to be noted that this appendix does not constitute the standards of obtaining a Certificate of Airworthiness. The Certificate of Airworthiness standards are explained in LYCAR. Part 21.

In order to issue a Certificate of Registration, the guidelines of this appendix as well as the requirements established in the applicable parts of LYCARs and Airworthiness Procedures Manual as amended shall be fulfilled.

II. General

An application for a C of R (LYCAA Form 47/01) shall be submitted to Director General of Libyan Civil Aviation Authority. The governing rules are prescribed in this Part.

III. Requirements

- a. All documents submitted according to this Appendix are subject to statutory declarations in accordance with the applicable laws in Libya.
- b. No person may operate an aircraft that is eligible for registration under the Civil Aviation Law enforce as amended unless the aircraft has been registered by its owner or his legal agent.
- c. In this Part, *owner* means the qualified person or entities, and no other, who is lawfully entitled to hold legal or beneficial interest by way of ownership in aircraft registered in Libya and a lessee of an aircraft under a contract of conditional sale.
- d. Applicants are required to provide the LYCAA with the application the following:
 - i. Proof of identity.
 - ii. Proof of address-for-service.
- e. The applicant shall submit properly authenticated evidences of:
 - i. Aircraft manufacturing year through a document issued by the aircraft manufacturer or the aircraft first registry state, to establish compliance with section 47.15 of this part.
 - ii. Export Certificate of Airworthiness or equivalent document issued by the State exporting the aircraft to Libya.
 - iii. Non-registration certificate issued by the state of manufacturer for newly manufactured aircraft, or deregistration certificate issued by the aircraft current state of registry for used aircraft.
 - iv. Compliance with Airworthiness and Operational Requirements set forth in the applicable Libyan Civil Aviation Regulations.
 - v. Noise certificate issued by the manufacturer or by the aircraft state of registry showing compliance with the environmental and noise requirements set forth in ICAO Annex 16.
 - vi. Proof of ownership through a bill of sale and a statutory declaration by the applicant, subject to the applicable laws in Libya.
 - vii. If the aircraft is leased, a lease agreement that is based on Dry- Lease or Lease to purchase arrangement which shall need to be first approved by LYCAA.

Dry lease: is a contract under which the lessor provides for use on lease the aircraft without crew to an AOC holder operator (lessee), and the aircraft is operated under the conditions of the lessee's Air Operator Certificate (AOC) under his trade control and in correspondence with his commercial rights.

Lease to purchase arrangement: is one wherein the lessee has possession and operational control of the aircraft and, after a stipulated period of time, acquires a complete ownership.

- viii. If the aircraft is owned by a company or corporation registered in Libya, a proof of the company registration issued in accordance with the laws and regulations of related Libyan Ministry.
- ix. A copy of insurance policy issued in accordance with Libyan Laws and Regulations enforce as amended.
- x. Satisfactory arrangement for the aircraft maintenance.
- f. Certificate of Registration (Appendix D) will reflect the name and address of the person who appears to be the owner on the bases of ownership evidences pursuant to LYCAR 47.35.
- g. LYCAA does not issue any certificate of ownership or endorse any information with respect to ownership on a Certificate of Aircraft Registration.
- h. When any aircraft of a type is first entered in Libya Civil Aircraft Register, the state of design and manufacture will be advised by LYCAA that the particular type is entered in the Register in Libya.

IV.Procedures

The following procedures are generally common to issuance of a C of R, consistent with any other specific procedures which may be prescribed in other regulations; the following steps are guidance to obtain a C of R:

- a. A qualified person under section (47.20) who wishes to register an aircraft in Libya must :-
 - 1- Arrange with LYCAA to make the required documents and the aircraft available for the necessary review and inspection, and the aircraft is subject to LYCAA acceptance.
 - 2- Submit an application form LYCAA Form 47/01 after accepting the aircraft from LYCAA.
- b. The applicant shall attach to the application:
 - i. A copy of proof of ownership or a lease agreement signed by the lessor and the lessee (applicant) which shall be filed by LYCAA prior the commencement of the registration process. The agreement shall be valid for not less than 24 months.
 - ii. A filled copy of, Aircraft General Information Sheet.
- c. When it is determined that the aircraft meets the applicable requirements for the registration and airworthiness certification, and the applicant furnishes a proof of payment of the applicable fees, LYCAA will issue Certificate of Registration, (see Appendix D) and the aircraft will be entered in the Libyan Civil Aircraft Register.

V. Continuous surveillance

The Certificate of Aircraft Registration issued by LYCAA under LYCAR. Part 47 remains valid unless suspended or revoked due to reasons listed in paragraphs 47.85 or 47.90.

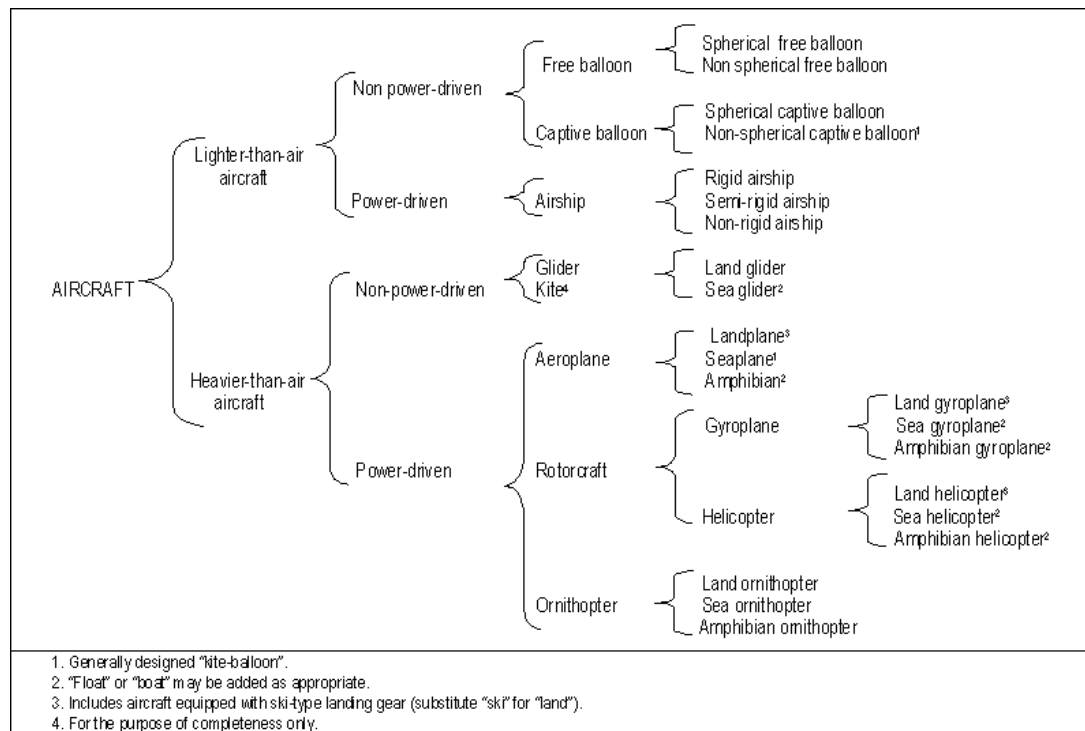
In case of change of ownership, the applicant shall submit a new application (Appendix c) attached by a proof of the new ownership.

The holder of a Certificate of Aircraft Registration who wishes to de-register the aircraft must submit in a form and manner acceptable to LYCAA the application and necessary documents prescribed in paragraph 47.100.

LYCAA will notify the country to which the aircraft is to be exported of the cancellation by ordinary mail, or by airmail at the owner's request. The owner must arrange and pay for the transmission of this notice by means other than ordinary mail or airmail.

Appendix-B

Classification of Aircraft





Appendix-C

Application For Certificate Of Aircraft Registration

INSTRUCTIONS: Print or type

Submit original only to an authorized LYCAA officer. If additional space is required, please use an attachment.

Application for:

Registration of Aircraft ☐

Change of Ownership ☐

Change of Registration Marks ☐

Change of Owner's dress ☐

Aircraft Description	Assigned Libyan Registration Marks:				
	5A-				
	Aircraft Manufacturer:			Model:	
	Serial Number:				
	Year of Manufacture:				
Applicants Description	Name of Owner (Person(s)) Shown On Evidence of Ownership:				
	Permanent Address of Owner:				
	Nationality:				
	as a Libyan owner <input type="checkbox"/> an owner/ his agent (if a permanent aircraft is leased to a <input type="checkbox"/> resident in <input type="checkbox"/> Libyan Operator) Libya,				
	Certify that this aircraft is not registered in any state, meets the registration requirements set forth in Libyan Civil Aviation Law enforce as amended and LYCAR.Part-47 as amended, and I hereby certify that all information given in this application and attachments thereto are true, correct and complete.				
	Date of Application		Name & Title		Signature
LYCAA Report	<u>FOR LYCAA USE ONLY</u>				
	The Aircraft Meets	<input type="checkbox"/>	Does Not Meet	<input type="checkbox"/>	LYCAA Requirements
	Certificate No.:			Date of Issuance:	
	Inspector's Name and Signature				
	Director Airworthiness Standards				

Appendix-D

Certificate of Registration

**STATE OF LIBYA
MINISTRY OF TRANSPORT
CIVIL AVIATION AUTHORITY
FLIGHT SAFETY DEPARTMENT**



دولة ليبيا
وزارة المواصلات
مصلحة الطيران المدني
ادارة سلامة الطيران

**شهادة تسجيل طائرة
AIRCRAFT CERTIFICATE OF REGISTRATION**

رقم. () No .

<p>1. Nationality and Registration mark الجنسية وعلامات التسجيل</p> <p>5A-</p>	<p>2. Manufacturer and Manufacturer's designation of aircraft: الصانع وطراز الطائرة</p>	<p>3. Aircraft Serial No: الرقم المسلسل للطائرة</p>
<p>4. Name of Owner(s):- أسم المالك:- 5. Address of Owner(s):- عنوان المالك:-</p> <p>6. Name of Operator :- أسم المشغل :- 7. Address of Operator(s) - عنوان المشغل :-</p>		
<p>8. NOTE: ملاحظة :- It is hereby certified that the above-described aircraft has been duly entered on the register of Libya with effect from / / in accordance with the convention of international civil aviation dated 7th December 1944 and with the Libyan civil aviation law No. (6), 2005 and it's regulations. نشهد بأن الطائرة المذكورة أعلاه قد أدخلت في السجل المدني الليبي ابتداءً من / / وذلك تمثيلاً مع معاهدة الطيران المدني الدولي بتاريخ 1944-12-7 وقانون الطيران المدني رقم (6) لسنة 2005 ولوائحه التنفيذية.</p>		
<p>رئيس مصلحة الطيران المدني president of Libyan Civil Aviation Authority</p> <p>Date of this Issue : / /</p>		
<p>Remarks: Reference Libyan CAR/ 47</p>		

إعلان عن تغيير الملكية NOTICE OF CHANGE OF OWNERSHIP

I/We hereby certify that, with effect from نشهد بأنه اعتباراً من تاريخ
The Ownership Of the aircraft described overleaf has been transferred to
انتقلت ملكية الطائرة المبينة بالخلف إلى
.....

Date.....التاريخ

توقيع المالك المسجل
Signature of registered Owner (s)

إعلان عن شطب طائرة من السجل المدني NOTICE OF CANCELLATION OF REGISTRATION

I/We Hereby Notify That the Registration of the Aircraft Described Overleaf should be cancelled by reason of
.....
.....

Dateالتاريخ

أمضاء المالك المسجل
Signature of registered owner (s)

ملاحظة:- في حالة تغيير ملكية الطائرة وعدم امتلاك أي شخص أو شركة أو مؤسسة للطائرة وفقاً للشروط المدرجة في المادة (38) من قانون الطيران المدني الليبي رقم (6) لسنة 2005م ، فإنه من الضروري أن يقدم الإخطار المذكور في الصفحة (2) من هذه الشهادة إلى مدير عام الطيران المدني - كما يجب منع الطائرة عن الطيران لحين إصدار شهادة تسجيل جديدة أو الحصول على موافقة كتابية من مدير عام الطيران المدني بهذا الخصوص . وبالمقابل فإنه تمسياً مع المادة (37) من قانون الطيران المدني الليبي رقم (6) لسنة 2005م، يجب الإخطار في حالة تحطم الطائرة أو سحبها كلياً من الاستعمال أو في حالة عدم خضوع الطائرة للنقاط المدرجة في المادة (34) من قانون الطيران المدني الليبي رقم (6) لسنة 2005م.

NOTE:- On change of ownership of aircraft or where the aircraft ceases to be owned wholly either by any persons or by a company or corporation fulfilling the conditions set out in Article (38) to the Libyan Civil Aviation Law No. (6), 2005, its regulations and Ministerial Orders, it is important that the appropriate notice on page (2) of this document should be completed and forwarded to the Director General of Civil Aviation, and the Aircraft should not be flown until a new certificate of registration has been obtained or alternatively prior permission, in writing, of the Director General of Civil Aviation has been obtained. Similarly, in accordance with article (37) of the Civil Aviation Law No. (6), 2005 its regulations and Ministerial Orders, notice should be given if the aircraft has been destroyed or permanently withdrawn from use, or if any of the conditions or registration specified in Article (34) of the Civil Aviation Law No. (6), 2005 cease to exist.