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ACFT-2 CERTIFICATE OF REGISTRATION

2.1 PURPOSE


The purpose of this chapter is to provide policy and direction to inspectors in regard to the registration of aircraft. The intent of LCAR Part 4 must take precedence over this document.

2.2. BACKGROUND

- (A) Under the provisions of the Law on Civil Aviation of 2005 and implementing LCARs, a civil aircraft must be registered and identified before it may be operated in Lao PDR.
- B) LCAR Part 4 contains provisions governing the display and description of nationality and registration marks on Lao aircraft. Each applicant for a Certificate of Airworthiness is required to show that the aircraft is identified as required by Part 4.
- (C) Part 4 of the LCARs contains the requirements for:
 - (a) Nationality and registration marks of Lao aircraft;
 - (b) [Special marking rules for exhibition](#), antique and other aircraft;
 - (c) Display, location and size of marks on aircraft;
 - (d) Aircraft (nationality and registration) registration data plate; and
 - (e) Removal of marks following sale of the aircraft.

2.3. NATIONALITY AND REGISTRATION MARKS

- (A) Every aircraft registered by the DCA shall display the registration mark assigned to such aircraft. The nationality and registration marks appearing on the aircraft shall consist of a group of characters
- (B) The nationality mark shall precede the registration mark. When the first character of the registration mark is a letter, it shall be preceded by a hyphen
- (C) The nationality mark for Lao registered aircraft is RDPL
- (D) The registration mark shall be a combination of letters and numbers assigned by the DCA and shall consist of the following:
 - (1) The Roman capital letters "RDPL" immediately preceding identification number for aircraft used solely for governmental purposes, and or belonging to the Lao government, provinces, municipalities, or political subdivisions (except those belonging to the Lao Army or Ministry of National Defence).
 - (2) The Roman capital letters "RDPL-C" will classify aircraft, except gliders, as complying fully with the airworthiness requirements as the case may be for the purpose of carrying persons or property, for or without hire.
 - (3) Gliders complying fully with airworthiness requirements shall display the Roman capital letters "RDPL-G" immediately preceding the license number or numbers.
 - (4) The Roman capital letters "RDPL-R" will classify an aircraft as complying in some limited respect with the airworthiness requirements as the case may be, provided each deficiency is compensated for by means of suitable operation limitations. The certificate


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of an aircraft in this classification will specify the use or uses, for such aircraft is deemed airworthy by such use or uses, shall exclude carrying of passengers, and shall be for industrial purposes only.

- (5) The Roman capital letters "RDPL-X" will classify an aircraft as one which has an experimental certificate.
 - (6) Aircraft without a type certificate issued by any country/state of design will only be registered as "RDPL-S" (refer to Subpart 11.10.2 (b)).
 - (7) The airworthiness symbol will be followed by a number or numbers issued for the purposes of further identification
- (E) An acceptable means to secure the degree of permanence required for aircraft marking is to use paint of a kind that would require thinners or strippers to remove, or to affix the nationality and registration marks in the form of placards. The use of tape which can be peeled off or water-soluble paint, such as poster paint, is not an acceptable level of permanence.
- (F) Ornamentation and colour contrast may affect the legibility of the nationality and registration marks. For example, nationality and registration marks may contrast in colour with the background but still may not be legible if the background is highly decorated in some manner, such as checkering. One means of determining that nationality and registration marks are legible is whether 500 mm marks can be clearly distinguished without optical aid (e.g., binoculars, etc.) from a distance of 150 metres, in a horizontal line, perpendicular to the side of the aircraft during daylight hours.
- (G) With changing technology, marks may be computer generated and as such are designed to be optically true and at the same time aesthetically pleasing to the eye. The DCA accepts the use of computer graphics for the generation of registration marks, and the use of laser cut adhesive backed tape. The only concern is that the final product must satisfy the criteria for permanency.
- (H) Further, subject to the application of professional sign-writing practice and the geometry of the aircraft, the nationality and registration marks may be skewed to an acceptable degree. It is not the intention to specify what constitutes "an acceptable degree", but should not be more than 35 from the perpendicular in order that the marks are still legible.

2.4. DISPLAY OF MARKS

- (A) Unless authorised by the DCA, you must not place on your aircraft a design, mark, or symbol that modifies or confuses the nationality, registration mark or any of the marks depicting the "restricted", "limited", "experimental", "amateur-built" or "provisional" markings.
- (B) The standards for nationality and registration marks with respect to colour, legibility, permanence, location, and size are specified in LCAR Part 4. Attachment A to this document gives some guidance with regard to the location of marks.

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2.5. SPECIAL MARKING RULES


- (A) With respect to antique, restored or replica aircraft or when the aircraft is being operated for the purpose of exhibition (including motion pictures, television or air shows), the display of aircraft nationality and registration markings may be relaxed.
- (B) The relaxation is only permitted, provided that the aircraft is:
- operated at the location of the exhibition;
 - flying to and from the exhibition; and
 - The Authority has been provided with a photograph (or drawing) of the aircraft.
- (C) Similar relaxation provisions with respect to the size and location of nationality and registration markings exist for FAR Part 23 (or similar), certificated aircraft built at least 45 years ago' or Lao registered aircraft for which an experimental certificate has been issued, provided that the aircraft is not operated in a foreign country or operated for commercial purposes.

2.6 AIRCRAFT REGISTRATION DATA PLATE

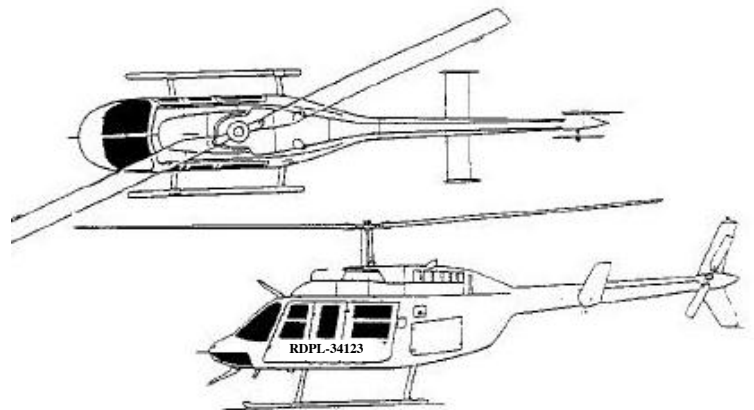
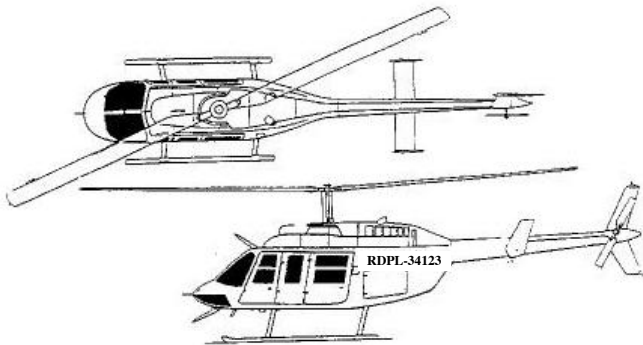
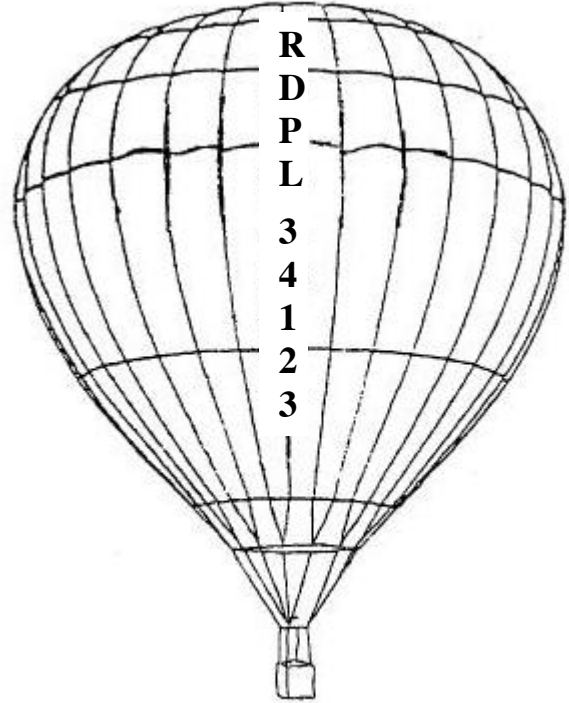
- (A) The aircraft registration holder is required to have a “fire-proof” aircraft registration data plate specifying the nationality and registration mark of the aircraft (suitably marked by etching, stamping, engraving or other approved method), and secured to the aircraft in a prominent position, near the main entrance, or, in the case of a free balloon, affixed conspicuously to the exterior of the payload. This is in addition to the manufacturer’s aircraft identification data plate.
- (B) A “prominent position, near the main entrance” for an aircraft registration data plate may be either external or internal, and would be considered acceptable when it is visible to a person at, or within, the entrance to the aircraft. “Prominent position” does not mean that the aircraft registration data plate must be visible from the outside or without opening the door, or that it must be visible without removing things such as baggage or carry-on items from the aircraft. For an aircraft with more than one door, the entrance most used by the flight crew would be considered the most appropriate location for the identification plate. If, under certain conditions, the plate is covered or enclosed in any manner, its accessibility would be considered acceptable if it can be revealed without the use of tools or removing aircraft components.
- (C) The term “fireproof”, as it relates to the nationality and registration data plate to be affixed to the aircraft, is defined to mean the capacity to withstand the heat associated with fire at least as well as steel in dimensions appropriate for the purpose for which they are used.


2.7. SALE OF AIRCRAFT — REMOVAL OF MARKS

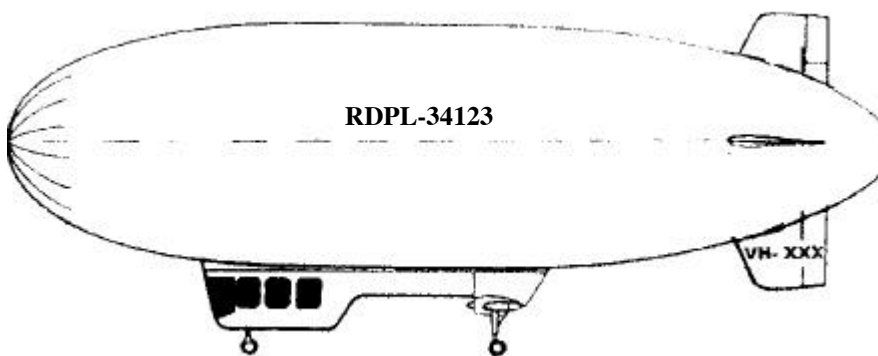
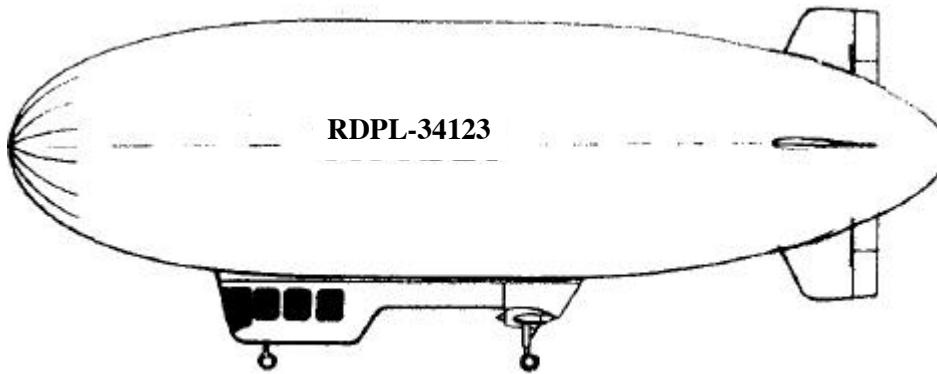
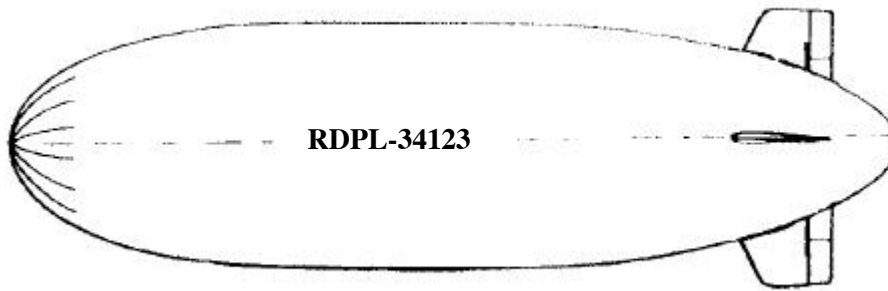
If an aircraft is sold to someone other than an Lao citizen, a person who has been granted permanent residence in Lao PDR or a purchaser intending to operate under the laws of Lao PDR or any State thereof, the nationality and registration marks must be removed from the aircraft before delivery to the purchaser.


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EXAMPLES OF UNUSUAL MARKING



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Checklist and Form.

From: _____

Address: _____

APPLICATION

To: Department of Civil Aviation.
Wattay International Airport. P.O.Box 119
Vientiane Municipality, Lao PDR.
Tel/Fax: (856.21) 512163, 520237

Attn: Mr. _____
The Director General


Subject: Registration of aircraft and issue of Certificate of Registration, Certificate of Airworthiness, Aircraft Radio Station License and Noise Certificate for _____ aircraft.

I, the Managing Director of _____, hereby submit application for issue of subject referred certificates for the aircraft proposed to be acquired by us. The details thereof are given below:

1. Name(s) of the aircraft owner: _____
2. Address of the owner(s): _____

3. Nationality of the owner(s): _____
4. Name(s) of the aircraft operator: _____
5. Principal Business Address: _____

6. Nationality: _____
7. If there are more than one owner, then share of each in the ownership of the aircraft. _____
8. List of the ownership documents: (Originals required for verification) : _____
9. State if the aircraft is mortgaged, leased, hired etc. (Copies of agreements required): _____
10. Name and address of the applicant (if other than owner of the aircraft): _____
11. Existing aircraft Registration Marks (Copy of Certificate of Registration required): _____

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12. Aircraft type, model and series: _____
13. Aircraft Type Certificate Data Sheet Number, revision number & date with copy enclosed: _____

14. Name and address of manufacturer: _____
15. Place and year of manufacture: _____
16. Manufacture's serial number: _____
17. Type of engine: _____
18. Number of engines fitted: _____
19. Type of propeller (where applicable): _____
20. Aircraft flying hours and landings since manufacture: _____
21. Flying hours and cycles done by each engine/APU, since new and since last overhaul:

No	Engines / APU	01	02	03	04	APU
1	Date of manufacture					
2.	Serial number					
3.	Life (Hours/Cycles)					
4.	Hours flown since new					
5.	Hours flown since o/h					
6	Hours Remaining					
7	Life Between Overhaul					
8	Schedule of Shop Visit					

22. Seating accommodation (including crew): _____
23. Avionics installed (A complete list of communication & navigation equipment fitted with name of the unit, model/part number, number of units installed and manufacturer's name is required): _____

24. Authorized Maximum take –off mass of the aircraft: _____
25. History of previous Certificate of Airworthiness: (A copy of C of A is required):
- Authority' issuing the Certificate of Airworthiness: _____
 - Certificate of Airworthiness Number, Date of issue & Validity: _____
 - Export Certificate of Airworthiness No., Date of issue, & Issuing authority (A copy is required): _____

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26. Type of operations envisaged: (score out inapplicable and tick mark applicable one)

- a) Transport of passengers b) Transport of cargo c) General purpose d) Aerial work
e) Private f) Special operations (specify): _____

27. Name and address of Approved Organization/Licensed Aircraft Maintenance Personnel with whom aircraft is available for inspection: _____

29. DECLARATION

I hereby declare that the particulars entered on *this* Application and the Appendix are accurate in every respect.

Requisite fee receipt is attached. All other documents required as per Notice are also enclosed.


OFFICIAL SEAL

Signature of the applicant:.....

Name: _____

Designation: _____

Date: _____


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Appendix to the Application for Issue of a Certificate of Registration and Certificate of Airworthiness.

When applying for the initial issuance of a Certificate of Airworthiness, the applicant must complete the items listed in this Appendix. Where items are not relevant, the words "Not applicable" should be entered.

Aircraft Systems and Equipment Details; (Give manufacturer's name, model & type, number fitted)


1. Pressurization system; (Max. pressure differential and Max. altitude certified for operation): _____
2. Automatic flight control and guidance systems: _____
3. Cockpit voice recorder: _____
4. Electric power generators:
 - 4.1 Engine driven-
 - a) DC only: _____
 - b) AC only, frequency range: _____
 - 4.2 Helicopter transmission driven _____
 - a) DC only (including alternators with built-in rectification): _____
 - b) DC and ac: _____
 - c) AC only, frequency range: _____
5. Main batteries: Give number & capacity rating
 - a) NI-CAD: _____
 - b) Lead-Acid: _____
6. Oxygen;
 - a) Installed: _____
 - b) Portable: _____
7. Engine fire detection & protection system: _____
8. Portable fire extinguishers: _____
9. Stall detection and warning system: _____
10. Fuel quantity indicating system: _____
11. Ice and rain protection systems: _____
12. Flight data recording system with dump of data: _____
13. Emergency lighting system: _____
14. Anti-collision lighting:
 - a) Rotating beacons: _____
 - b) Strobe lights: _____
15. Compasses:
 - a) Remote reading: _____
 - b) Direct reading: _____
16. Automatic navigation system: _____
17. Rotor low rpm warning system (helicopters *only*): _____
18. Systems installed for agricultural purposes: _____
19. Passenger Address system: _____
20. Automatic weight indication system: _____
21. Attach a list of emergency equipment and cabin layout of the same: _____
22. Attach a copy of passenger briefing card.

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OTHER INFORMATION


23. Are there provisions for the installation of safety harnesses at -
- a) Flight crew seat positions? _____
- b) Cabin crew seat positions'? _____
- c) Passenger seat positions? _____
24. Are there provisions for carrying external loads? _____
25. Are there provisions for glider towing? _____
26. State total fuel capacity in liter and kg: _____
27. Give details of equipment, other than that listed in 1 to 22, which has been introduced by operator requested modification action (state manufacturer, type (TC) and STC no. Attach electrical load analysis and floor load analysis data): _____
28. Give details of changes, if any, introduced in the Flight Manual, as a result of above modification action:

28. Attach Test flight report: _____
29. Attach other documents as per Notice. (Manuals of the aircraft if first of type TO BE introduced in Lao PDR)

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AIRCRAFT REGISTRATION CHECKLIST

NAME OF APPLICANT (OPERATOR)	
AIRCRAFT MAKE / MODEL	
AIRCRAFT S/N	
DATE	

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General Overview

Mandatory Requirements:

No civil aircraft shall fly in or over Lao PDR unless it is registered in an ICAO contracting state or in some other country which has, in force, an agreement with Lao PDR for the flight in or over Lao PDR by the aircraft registered in that country.

No civil aircraft shall fly over or in Lao PDR unless it bears painted thereon or affixed thereto, in the manner required by the law of the country in which it is registered, the nationality and registration marks required by that law

The certificate of registration shall always be carried in the aircraft during the flight

The authority in Lao PDR for the registration of civil aircraft is vested in the Department of Civil Aviation (DCAL).

1.1 (a) is the Owner of the aircraft fully or partially by a Lao PDR national or by a Lao PDR Company/firm? Or

Yes: No:

1.1 (b) Is the aircraft owned fully or partially by a non-Lao national who is a resident of Lao PDR and has a place of business in Lao PDR?, or

Yes: No:

1.1 (c) Is the aircraft chartered by demise or leased to a Lao PDR national, to a Lao PDR company or to a Lao PDR airline /operator?

Yes: No:

Note: "Yes" answer to any one of the above three questions will allow DCAL inspector to continue to the 1.2 below.

1.2 Is the person or company in legal possession of the aircraft defined as "owner", considered a buyer, a bailee, a charterer, a lessee or an operator under a contract/agreement, with the buyer/lessor?

Yes: No:

1.3 Has the owner of the aircraft applied in writing to the DCAL, on form F-AIM - 030 (the Application Form) for registration of the aircraft, not later than 60 (15) days before the desired date of registration?

Yes: No:

1.4 Is the application complete in all respects including all data and supporting documents?

Yes: No:

1.5 Has the owner notified the DCAL of the location of the aircraft and made it available for inspection by DCAL or their authorized representative (Airworthiness Section Chief)?

Yes: No:

Note: The owner of the aircraft shall make requisite arrangements at his cost for the inspection of the aircraft, wherever it may be)

1.6 Is the aircraft registration desired while it is stationed in a foreign country?

Yes: No:

1.7 Is there confirmation from the Civil Aviation Authority of Country of export of non-registration or deregistration of the aircraft from the aircraft registry of the exporting country?


Yes: No:

1.8 Is there confirmation from the Country of Export that no lien or mortgage is recorded against the aircraft?


Yes: No:

1.9 Is there in case of the newly manufactured aircraft, confirmation from Civil Aviation Authority of the state of aircraft manufacture that the aircraft was not

Yes: No:


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registered in that country?	
2.0 Has the payment of prescribed registration fee been paid?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.1 Has the applicant provided a bill of sale or other acceptable ownership document?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.2 Has the applicant provided document with the identity of the new owner in whose name the aircraft is to be registered and his address with proof of nationality?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.3 If the aircraft is leased or chartered by demise, has the applicant provided an authenticated/notarized copy of the lease agreement?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.4 If the aircraft is mortgaged, has the applicant provided an authenticated/notarized copy of the mortgage deed?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.5 Has the applicant provided a copy of an Import Permit?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.6 Has the applicant provided an acceptable Export Certificate of Airworthiness? (If an Export Certificate of Airworthiness is not normally issued by the exporting State, an equivalent document is required)	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.7 Has the applicant provided a copy of the Customs clearance, Bill of Entry, as evidence of payment of customs duty on arrival of the aircraft in Lao PDR?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.8 Has the applicant provided copies of the previous C of A and C of R (as applicable) issued by the Civil Aviation Authority of Exporting Country?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.9 Is the aircraft a complete aircraft in conformity to its Type Certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.10 Have new registration marks been allocated?	Yes: <input type="checkbox"/> Marks: _____ No: <input type="checkbox"/>
2.11 Have the Nationality and Registration marks been painted or affixed to the aircraft in a manner required by DCAL regulation? (ref. LCAR Part 4, Chapter 4.3)	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
2.12 Has the applicant affixed to the aircraft an identification plate containing the aircraft make and model, manufacturers serial number, nationality and registration marks, made of fireproof metal or other fireproof material of suitable physical properties and secured it to the aircraft in a prominent position, near the main entrance?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
DCAL inspector name and signature /.....	Date

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NOTE: After satisfactory registration procedure, as per above check list, following particulars will be recorded in the National Civil Aircraft Register of Lao PDR by the Airworthiness Section of the DCAL.

- 1) The number of the certificate of registration;
- 2) The nationality and the registration marks assigned to the aircraft;
- 3) The name of the manufacturer of the aircraft and manufacturer's serial number of the aircraft together with the number and the type of engines fitted thereon;
- 4) The name and address of the owner;
- 5) The name and address of every person/company who holds a legal interest in the aircraft by way of full or part ownership of the aircraft;
- 6) The name and address of the charterer/lessee if the aircraft is chartered by demise to a person or to a company;
- 7) The date of registration;
- 8) Relevant documents such as sale deed/bill of sale in proof of ownership, mortgage deed, lease agreement, security agreement etc. to be placed into the registration file of the aircraft.

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Civil Aircraft Register
Page No. 0.....

Lao People's Democratic Republic
Peace Independence Democracy Unity Prosperity

C of R No. 0.....
FSD/DCA

Ministry of Public Works and Transport

DEPARTMENT OF CIVIL AVIATION

CERTIFICATE OF REGISTRATION

1. Nationality and Registration Mark RDPL	2. Manufacture and Manufacturer's Designation of the Aircraft 	3. Aircraft Serial Number
--	---	--

4. Name of Owner/Operator:

5. Address of Owner:

6. It is hereby certified that the above described aircraft has been dully entered on the Civil Aircraft Register of Lao PDR in accordance with the Convention on International Civil Aviation dated 7 December 1944 And with the ICAO Annex 7 and with the Lao Civil Aviation Safety Regulations.

Date of Issue :

STAMP

Signature

DIRECTOR GENERAL

Note: No entries or endorsement may be made in the forgoing certificate except in the manner and by the Persons authorized for that purpose

Notice to the owner/operator:

- This certificate shall always be carried on board and no transferable, if it original is lost or destroyed, the registered owner / operator of aircraft shall immediately notify the occurrence to DCA and apply for re-issue of the certificate.
- If there is any change in the ownership of the aircraft or the aircraft is destroyed or permanently withdrawn from use, or loss, the registration and this Certificate become void and the appropriate section hereunder shall be completed and this document returned immediately to DCA of Lao PDR.

Address of DCA: Department of Civil Aviation. Wattay Int'l Airport, P.O.Box 119, Vientiane
Capital, Lao PDR. Tel / Fax: 520237, 513165 E-mail: laodca@laotel.com