



Part 45

Nationality and Registration Marks

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PART 45
Nationality and Registration

45.1 Nationality and registration marks: General

- (a) Except as provided in 45.3 no person may operate an Egyptian Registered aircraft unless that aircraft displays nationality and registration marks in accordance with the requirements of 45.5 through 45.13.
- (b) Unless otherwise authorized by the ECASA, 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 paragraph (4) 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) Aircraft nationality and registration marks may be affixed to an aircraft with readily removable material if :
 - (1) It is intended for immediate delivery to a foreign purchaser; or
 - (2) It is bearing a temporary registration mark.
- (e) Aircraft Identification Plate:
 - (1) 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 fire poor metal or other fire poor material of suitable physical properties.
 - (2) The identification plate shall be secured to the aircraft in a prominent position near the main entrance or :
 - (i) In the case of an unmanned free balloon ,affixed conspicuously to the exterior of the payload; and
 - (ii) In the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment_

45.3 Exhibition or other aircraft special rules

- (a) When display of aircraft nationality and registration marks in accordance with sections 45.1 and 45.3 through 45.13 would be inconsistent with exhibition of that aircraft, an Egyptian registered aircraft may be operated without displaying those marks anywhere on the aircraft if:
 - (1) It is operated for the purpose of exhibition, including a motion picture or television production, or an air-show;
 - (2) Except for practice and test flights necessary for exhibition purposes, it is operated only at the location of the exhibition, between the exhibition locations, and between those locations and the base of operations of the aircraft; and
 - (3) For each flight in Egypt:
 - (i) It is operated with prior approval of ECASA in the case of a flight within the designated airport control zone of the takeoff airport, or within 5 miles of that airport if it has no designated control zone; and
 - (ii) It is operated under the flight plan filed for type of flight condition describing the marks it displays.
- (b) No person may operate an aircraft under (a) of this section:
 - (1) In a foreign country unless that country consents to that operation; or
 - (2) In any operation conducted under Part 121.
- (c) If, due to the configuration of an aircraft, it is impossible for a person to mark it in accordance with sections 45.1 and 45.5 through 45.13, he may apply to the ECASA for a different marking procedure.

45.5 Display of marks: General

- (a) Each operator of an aircraft shall display on that aircraft marks consisting of the Roman capital letters "S" followed by " U " (denoting the Egyptian registration) followed by a dash and the registration mark assigned to that aircraft, which consist of a group of three letters, or numbers assigned by ECAA. Each suffix letter used in the mark displayed must also be a Roman capital letter and numbers used in the mark shall be Arabic numbers.

- (b) When marks that include only the Roman capital letters SU and the registration letters are displayed on restricted category or experimental certificated aircraft, the operators shall also display on that aircraft near each entrance to the cabin or cockpit, in letters not less than 2 inches nor more than 6 inches in height the words “restricted“ or “experimental “ as the case may be.
- (c) When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code, and with the distress signal SOS, or other similar urgent signals, for example XXX, PAN and TTT.

45.7 Location of marks on Heavier – than – air aircraft

- (a) Each operator of Heavier – than – air aircraft shall display the marks required by Sec. 45.5 on:
 - (1) 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 and numbers shall be toward the leading edge of the wing.
 - (2) 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.
- (b) Special cases. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in (a) (1) and (a) (2), the marks shall appear in a manner such that the aircraft can be identified readily.

45.9 Location of marks on Lighter - than - air aircraft

Each operator of Lighter - than - air aircraft shall display the marks required by Sec. 45.5 as follows:

- (a) Airships. on the hull or on the stabilizer surfaces.
 - (1) 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.
 - (2) 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 and numbers toward the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
- (b) Spherical balloons (other than unmanned free balloons). in two places diametrically opposite. They shall be located near the maximum horizontal circumference of that 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

45.11 Size of marks

- (a) Each operator of an aircraft shall display marks on that aircraft meeting the size requirements of this section, except as provided in paragraph (f) of this section;
- (b) Height: The nationality and registration marks must be of equal height and on:
 - (1) Heaver-than-air aircraft:
 - (i) Wings. The height of the marks on the wings of heaver than- air aircraft shall be at least 50 centimeters;

- (ii) 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 of heavier-than-air aircraft shall be at least 30 centimeters; and
 - (iii) Special cases. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in items (b)(1)(i) and items (b)(1)(ii) above, the measurements of the marks shall be such that the aircraft can be identified readily.
- (2) Lighter-than-air aircraft The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters; and
 - (3) Rotorcraft must be at least 12 inches high.
- (c) Width: The width of each character (except the letter I and the number "1". the length of hyphens shall be two-thirds of the height of a character. The characters and hyphens shall be formed by solid lines and shall be of a color contrasting clearly with the background.
 - (d) Thickness: Characters must be formed by solid lines one-sixth as thick as the character is high.
 - (e) Spacing: Each character shall be separated from that which it immediately precedes or follows, by a space of not less than one-quarter of a character width. A hyphen shall be regarded as a character for this purpose.
 - (f) If either one of the surfaces authorized for displaying required marks under section 45.7 is large enough for display of marks meeting the size requirements of this section and the other is not, then the full sized marks shall be placed on the larger surface. If neither surface is large enough for full size marks those as large as practicable shall be displayed on the larger of the two surfaces. If any surface authorized to be marked by 45.9 is not large enough for full sized marks, then marks as large as practicable shall be placed on the largest of those authorized to be marked by 45.9.
 - (g) Uniformity: The marks required by this Part for fixed wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.
 - (h) Unmanned free balloons. The measurements of the marks related to unmanned free balloons shall be 50 centimeters. It shall be as follows:
 - (1) Spherical balloons: shall display the required marks in two places diametrically opposite and near the maximum horizontal circumference of that balloon;
 - (2) Non-spherical balloons: shall display the required marks on each side of the balloon near its maximum cross section and immediately above the rigging band.

45.13 De registration of A/C: Removal of marks

When an Egyptian registered aircraft is deregistered from Egyptian registry, the A/C shall not fly, before the removal of all Egyptian registration marks from the aircraft.

45.15 Marking of export aircraft

A person who export an aircraft from Egypt 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 Egypt, except for test and demonstration flights for a limited period of time, or while in necessary transit to the purchaser.

45.17 Definitions

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

Common mark registering authority. The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

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

Fireproof material. A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

Gyroplane. A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

Heaver-than-air. Any aircraft deriving its lift in flight chiefly from aerodynamic forces. International operating agency. An agency of the kind contemplated in Article 77 of the Convention.

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

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