

# **SIERRA LEONE CIVIL AVIATION REGULATIONS**



## **PART 7- AIRCRAFT NATIONALITY AND REGISTRATION MARKS**

**JANUARY 2026**

## **PREAMBLE**

WHEREAS, the Director-General shall have power to perform such acts,-including the conduct of investigations, to issue and amend orders, rules, regulations and procedures pursuant to and in accordance with the Civil Aviation Act, 2023.

WHEREAS, the Director- General shall have power to publish all reports, orders, decisions, rules, and regulations issued under the Civil Aviation Act, 2023 in such form and manner as may be best adapted for public information and use;

NOW THEREBY, the Director General, under its powers given by Article 17(1) and 17(2) (a) of the Civil Aviation Act, 2023 issue the following regulations, which supersedes previous regulations on Aircraft Nationality and Registration Marks.

### **1. SHORT TITLE**

This regulation may be cited as Sierra Leone Civil Aviation Regulation “SLCAR Part 7- Aircraft Nationality and Registration Marks”

### **2. EFFECTIVE DATE**

This Regulation shall come into force as of the 31<sup>st</sup> day of January 2026.

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Ms. Musayeroh Barrie  
Director General

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## GENERAL

In transposing ICAO Annex 7, Amendment 1-7 have been considered.

### 1. DEFINITIONS

When the following terms are used in this Regulation for Aircraft Nationality and Registration Marks, they have the following meanings:

- (a) **Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
- (b) **Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (See Table 1, Classification of aircraft.)
- (c) **Airship.** A power-driven lighter-than-air aircraft.
- (d) **Balloon.** A non-power-driven lighter-than-air aircraft.
- (e) **Certified designee.** An entity or person named in a designation as the certified designee under an irrevocable de-registration and export request authorisation (IDERA).
- (f) **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.
- (g) **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.
- (h) **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.
- (i) **Glider.** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
- (j) **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.
- (k) **Heavier-than-air aircraft.** Any aircraft deriving its lift in flight chiefly from aerodynamic forces.
- (l) **Helicopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.
- (m) **Irrevocable de-registration and export authorisation (IDERA).** A document contemplated by the Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment (Aircraft Protocol) that may be provided by an aircraft operator (or other person in whose name an aircraft is registered) to the owner of an aircraft or a creditor having a secured interest in the aircraft, which authorizes such owner or creditor (or a certified designee of either) to apply for deregistration and export of the aircraft and, if the aircraft is registered in a jurisdiction that is a party to such Protocol, requires the prompt deregistration and export of the aircraft by the applicable Civil Aviation Authority and cooperation by other government authorities without consent of, or other action by or within, the control of the operator.
- (n) **International operating agency.** An agency of the kind contemplated in Article 77 of the Convention.
- (o) **Lighter-than-air aircraft.** Any aircraft supported chiefly by its buoyancy in the air.
- (p) **Ornithopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.
- (q) **Remotely piloted aircraft (RPA).** An unmanned aircraft which is piloted from a remote pilot station.

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

(s) **State of Registry.** The State on whose register the aircraft is entered.

(t) **The Authority.** Sierra Leone Civil Aviation Authority

(u) **The State.** The State of Sierra Leone

## 2. CLASSIFICATION OF AIRCRAFT

2.1 Aircraft shall be classified in accordance with Table 1.

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

2.3 Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

AIRCRAFT	Lighter-than-air aircraft	Non-power-driven	Free balloon	Spherical free balloon Non-spherical free balloon
		Captive balloon	Spherical captive balloon Non-spherical captive balloon	
Heavier-than-air aircraft	Power-driven	Airship	Rigid airship Semi-rigid airship Non-rigid airship	
		Non-power-driven	Glider Kite <sup>1</sup>	Land glider Sea glider <sup>2</sup>
Heavier-than-air aircraft	Power-driven	Aeroplane	Landplane <sup>3</sup> Seaplane <sup>3</sup> Amphibian <sup>3</sup>	
		Rotorcraft	Gyroplane Helicopter	Land gyroplane <sup>3</sup> Sea gyroplane <sup>3</sup> Amphibian gyroplane <sup>3</sup> Land helicopter <sup>3</sup> Sea helicopter <sup>3</sup> Amphibian helicopter <sup>3</sup>
		Ornithopter		Land ornithopter <sup>3</sup> Sea ornithopter <sup>3</sup> Amphibian ornithopter <sup>3</sup>

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.

Table 1. Classification of Aircraft

- 3. NATIONALITY AND REGISTRATION MARKS TO BE USED**
  - 3.1 The nationality and registration mark of aircraft registered in Sierra Leone shall consist of group of characters.
  - 3.2 The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State by the International Telecommunication Union. The nationality mark shall be notified to the International Civil Aviation Organization. The nationality mark shall precede the registration mark. The registration mark shall be preceded by a hyphen.
  - 3.3 The nationality mark of **9L** allocated by International Telecommunication Union shall be notified to the International Civil Aviation Organization.
  - 3.4 Reserved
  - 3.5 The registration marks assigned by the Authority shall consist of a combination of Letters.
  - 3.6 No aircraft shall be assigned a registration marks 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.
- 4. LOCATION OF NATIONALITY AND REGISTRATION MARKS**
  - 4.1 General**

The nationality and registration mark shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean, legible and visible at all times.
  - 4.2 Lighter-than-air aircraft**
    - 4.2.1 Airships. The operator shall place marks on an airship to 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 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.
    - 4.2.2 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.
    - 4.2.3 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.
    - 4.2.4 Lighter-than-air aircraft (other than unmanned free balloons). The side marks shall be visible both from the sides and from the ground.
    - 4.2.5 Unmanned free balloons. The marks shall appear on the identification plate (see 10).

#### **4.3 Heavier-than-air aircraft**

- 4.3.1 Wings. On heavier-than-air aircraft, 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.
- 4.3.2 Fuselage (or equivalent structure) and vertical tail surfaces. On heavier-than-air aircraft, 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 multivertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.
- 4.3.3 Special cases. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.1 and 4.3.2, the marks shall appear in a manner such that the aircraft can be identified readily. The owner shall apply to the Authority for approval

#### **4.4 Rotorcraft**

Each operator of a Rotorcraft shall display marks horizontally on both surfaces of the cabin, fuselage, boom, or tail, such that the Rotorcraft can be readily identified

### **5. MEASUREMENTS OF NATIONALITY AND REGISTRATION MARKS**

- (a) No person shall operate an aircraft unless it displays marks on the aircraft meeting the size requirements of this chapter.
- (b) The letters and numbers in each separate group of marks shall be of equal height.

#### **5.1 Lighter-than-air aircraft**

- 5.1.1 The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.
- 5.1.2 The measurements of the marks related to unmanned free balloons shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.
- 5.1.3 Special cases. If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 5.1.1, the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

#### **5.2 Heavier-than-air aircraft**

- 5.2.1 Wings. The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimetres.
- 5.2.2 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 centimetres.
- 5.2.3 Special cases. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 5.2.1 and 5.2.2, or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

**6. TYPE OF CHARACTERS FOR NATIONALITY AND REGISTRATION MARKS**

6.1 The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.

6.2 The width of each character must be two-thirds as wide as they are high, except the number '1' and the letter 'I', which must be one-sixth as wide as it is high, and the letters 'M' and 'W' which may be as wide as they are high

6.3 The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.

6.4 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.

6.5 Each character required by this Regulation for fixed-wing aircraft shall be uniform and must have the same height, width, thickness, and spacing on both sides of the aircraft.

**7. REGISTER OF NATIONALITY AND REGISTRATION MARKS**

7.1 As required by the Sierra Leone Civil Aviation Act 2023, the Authority shall maintain a current register showing for each aircraft registered, the information recorded in the certificate of registration (see 8). 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.

7.2 Upon request, the Authority shall provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in Sierra Leone.

7.3 Persons who intend to access the register of aircraft for the purpose of obtaining detailed information shall apply in writing to the Authority and shall pay the appropriate fees as may be prescribed by the Authority

**8. CERTIFICATE OF REGISTRATION**

(a) The certificate of registration shall be issued by the Authority in the form as contained in figure 1 and will be of a size determined by the Authority.

(b) The certificate of registration shall be in English language.

**8.1 General**

8.1.1 No person may operate a civil aircraft that is eligible for registration under the laws of Sierra Leone, unless that aircraft has been registered by its owner or operator under the provisions of the laws of Sierra Leone and an authority has issued a certificate of registration for that aircraft which shall be carried aboard that aircraft for all operations.

**8.2 Registration Eligibility**

8.2.1 An aircraft is eligible for registration if it is:

(a) Owned by:

(i) A citizen of Sierra Leone,

(ii) An individual citizen of another State who is lawfully admitted for permanent residence in Sierra Leone,

- (iii) A corporation lawfully organized and doing business under the laws of Sierra Leone and the aircraft is based and primarily used in Sierra Leone,
- (iv) A government entity of Sierra Leone or political subdivision thereof; or
- (v) A foreign person who has leased the aircraft to one of the persons described in paragraphs (i)-(iv) above, provided that:
  - (1) The aircraft may remain on the Sierra Leonean registry only for as long as the lease remains in effect; and
  - (2) The certificate of registration includes the names and addresses of the lessee and, if different, the operator of the aircraft;
  - (3) An application for registration of an aircraft which is the subject of an Irrevocable Deregistration and Export Request Authorization (IDERA) has been submitted to the Director-General in the form and manner prescribed by the Authority and shall be accompanied by an IDERA form specified in figure 3.

(b) Not registered in any other State.

### **8.3 Application for Registration**

8.3.1 A person who wishes to register an aircraft in Sierra Leone must submit an application for aircraft registration to the Authority in a form and manner prescribed by the Authority. Each application shall:

- (a) Satisfy compliance with 8.2;
- (b) Show evidence identifying ownership;
- (c) Be signed in ink;
- (d) Be accompanied with proof of payment;

8.3.2 Upon an applicant meeting all requirements for registration, a Certificate of Registration will be issued by the Director General to the applicant.

8.3.3 Details of the registration will be entered in the Sierra Leone Civil Aircraft Register.

### **8.4 Legal Interest Registry**

8.4.1 The Authority shall establish and maintain a Legal Interests in Aircraft Registry showing for each aircraft registered in Sierra Leone, proprietary rights, interests, liens and other dealings thereon.

8.4.2 Persons who intend to access the register of legal interest in aircraft for the purpose of obtaining information shall apply in writing to the Authority and shall pay the appropriate fees as maybe prescribed by the Authority.

### **8.5 Duration of Certificate of Registration**

8.5.1 A certificate of registration shall remain in force until:

- (a) The aircraft is destroyed beyond economical repairs;
- (b) The aircraft is permanently withdrawn from service;
- (c) The registration of the aircraft in respect of which such certificate of registration was issued, is cancelled by the Authority.

8.5.2 The holder of a certificate of registration which has been cancelled by the Authority, shall surrender the certificate of registration to the Authority within 14 days from the date of cancellation.

8.5.3 The Authority may cancel the registration of an aircraft for the following reasons:

- (a) Involvement of the aircraft in an unauthorized carriage of arms and munitions of war.

(b) If the aircraft is permanently located elsewhere and the Authority is unable to effectively carry out surveillance activities on the aircraft, and there is no agreement between the country of location and the Authority for effective control of the aircraft under ICAO Article 83 bis

## **9. CERTIFICATE OF DEREGISTRATION**

### **9.1 General**

(a) The certificate of deregistration shall be issued by the Authority in the form as contained in figure 2 and will be of a size determined by the Authority  
(b) The certificate of deregistration shall be issued in English language.

### **9.2 Deregistration Eligibility**

9.2.1 The Authority shall remove an aircraft from the Sierra Leonean registry if:

(a) The owner of the aircraft does not meet the eligibility standards of 8.2.

(b) A holder of a valid de-registration Power of Attorney, the holder of a Certificate of Aircraft Registration, or the holder of an IDERA filed with the Authority and recognized under the Cape Town Convention and Aircraft Protocol applies for the de-registration of the aircraft.

(c) When the holder of a Certificate of Registration, owner or lessor or his duly authorized attorney applies in writing for de-registration of the aircraft from the Sierra Leone Register.

(d) When the Authority is satisfied that:

(i) The aircraft is destroyed, lost or stolen and cannot be found or;

(ii) The aircraft is permanently withdrawn from use or;

(iii) The aircraft is registered in a country other than Sierra Leone or;

(iv) The lease agreement upon which the aircraft was registered has expired or is terminated and a duly executed Irrevocable Deregistration and Export Request Authorization presented except where the owner indicates in writing of his desire for the aircraft to remain registered in Sierra Leone.

9.2.2 Where the Authority exercises its power of de-registration of an aircraft, the Certificate of Registration shall be cancelled and the entry of the aircraft in the aircraft register shall be deleted.

9.2.3 Nothing in this Regulation shall prevent the Authority to cancel the registration of an aircraft if, in its opinion, it is in the public interest to do so.

## **10. IDENTIFICATION PLATE**

10.1 No person shall operate an aircraft registered in Sierra Leone unless an identification plate is affixed to it:

(a) Containing the aircraft type, model, serial number, nationality and registration marks  
(b) Made of fireproof metal or other fireproof material of suitable physical properties

10.2 The identification plate shall be secured to the aircraft in a prominent position near the main entrance or:

(a) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload;

(b) 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.

10.3 The registration mark on the identification plate shall be changed each time the aircraft registration changes.

## **11. INDEMNITY**

11.1.1 The Authority shall not be liable for any damages, claims and actions arising from any defective documents, records and depositions submitted to it in support of any application for registration or deregistration of an aircraft.

11.2.2 Applicant for registration or de-registration of aircraft shall indemnify the Authority against any damages, cost liabilities arising from third (3) party claims and actions based on misrepresentation and defective documents submitted in support of an application for registration or de-registration.

## **12. TRANSFER OF RIGHT OF POSSESSION OF AIRCRAFT**

12.1 If the holder of a certificate of registration desires to transfer to another person the right of possession of the aircraft, such holder shall apply to the Authority for the aircraft to be de-registered in the form and manner prescribed by the Authority.

12.2 An application for registration by the person to whom the right of possession of the aircraft as referred to in 12.1 if transferred, shall be made for re-registration of the aircraft in terms of this regulation, if the applicant so desires.

12.3 Upon application by the person to whom the right of possession has been transferred, the same Registration marking may be assigned to the aircraft.

12.4 In this regulation, references to an interest in an aircraft do not include an interest in an aircraft to which a person is entitled only by virtue of his membership of a flying club.

12.5 Reference to the registered owner of an aircraft includes in the case of a deceased person, his legal personal representative, and in the case of anybody corporate which has been dissolved, its successor.

 <p><b>The Republic of Sierra Leone</b>  <b>Sierra Leone Civil Aviation Authority</b>  <b>Certificate Of Registration of Aircraft</b></p>		Certificate Number:
1. Nationality and Registration mark	2. Manufacturer and Manufacturer's designation of Aircraft	3. Aircraft Serial No.
<p>4a. Issued to .....  <i>(name of certificate holder)</i></p> <p>Basis of registration (check one):</p> <p><input type="checkbox"/> ownership of aircraft  <input type="checkbox"/> operator of aircraft  <input type="checkbox"/> other (<i>explain</i>): .....</p> <p>4b. Address of certificate holder .....</p> <p>5. Name and contact information of owner, if different from certificate holder:  .....</p> <p>6. It is hereby certified that the above described aircraft has been duly entered on the register of the Republic of Sierra Leone in accordance with the Convention on International Civil Aviation dated 7 December 1944, and with the Civil Aviation Act and the Regulations issued thereunder.</p>		
<p>Signature .....</p> <p>Date Of Issue.....</p> <p>*For use by SLCAA</p>		

**Figure 1: Certificate of Registration**

	<p style="text-align: center;"><b>The Republic of Sierra Leone</b>  <b>Sierra Leone Civil Aviation Authority</b>  <b>Certificate Of Deregistration</b></p>	<p>Certificate Number:</p>
<p>1. Nationality and Registration mark</p>	<p>2. Manufacturer and Manufacturer's designation of Aircraft</p>	<p>3. Aircraft Serial No.</p>
<p>4a. Issued to.....  <small>(name of certificate holder)</small></p>		
<p>Basis of registration (check one):  <input type="checkbox"/> ownership of aircraft  <input type="checkbox"/> operator of aircraft  <input type="checkbox"/> other (<i>explain</i>): .....  .....</p>		
<p>4b. Address of certificate holder.....  <small>(at the time of deregistration)</small></p>		
<p>5. Name and contact information of owner, if different from certificate holder: .....  <small>(at the time of deregistration)</small></p>		
<p>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.</p>		
<p>(Name of register) (date)</p>		
<p>6a. Reason(s) for deregistration, if known: .....</p>		
<p>Signature .....</p>		
<p>Date Of Issue.....</p>		
<p>*</p>		
<p>*For use by SLCAA</p>		

**Figure 2. Certificate of Deregistration**

Date \_\_\_\_\_

To: **Sierra Leone Civil Aviation Authority**

**Re: Irrevocable De-Registration and Export Request Authorisation**

The undersigned is the registered operator of the \_\_\_\_\_ [*airframe manufacturer and model number*] bearing manufacturers serial number \_\_\_\_\_ and registration \_\_\_\_\_ (together with all installed, incorporated or attached accessories, parts and equipment on the "aircraft").

This instrument is an irrevocable de-registration and export request authorisation issued by the undersigned in favour of \_\_\_\_\_ [*name of creditor*] ("the authorised party") under the authority of Article XIII of the Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment. In accordance with that Article, the undersigned hereby requests:

- (i) recognition that the authorised party or the person it certifies as its designee is the sole person entitled to:
  - (a) procure the de-registration of the aircraft from the Sierra Leone aircraft register maintained by the Sierra Leone Civil Aviation Authority for the purposes of Chapter III of the *Convention on International Civil Aviation*, signed at Chicago, on 7 December 1944, and
  - (b) procure the export and physical transfer of the aircraft from Sierra Leone; and
- (ii) confirmation that the authorised party or the person it certifies as its designee may take the action specified in clause (i) above on written demand without the consent of the undersigned and that, upon such demand, the authorities in Sierra Leone shall co-operate with the authorised party with a view to the speedy completion of such action.

The rights in favour of the authorised party established by this instrument may not be revoked by the undersigned without the written consent of the authorised party.

Please acknowledge your agreement to this request and its terms by appropriate notation in the space provided below and lodging this instrument in Sierra Leone Civil Aviation Authority.

\_\_\_\_\_ [*name of operator/owner*]

\_\_\_\_\_ By: \_\_\_\_\_ [*name of signatory*]

Its: \_\_\_\_\_ [*title of signatory*]

Agreed to and lodged this  
Date: \_\_\_\_\_

\_\_\_\_\_ [*relevant notational details*]

**Figure 3: IDERA form**