



CAR PART V

CAR-RCA

REGISTRATION OF CIVIL AIRCRAFT

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FOREWORD

1. The General Civil Aviation Authority is hereinafter called to as “Authority”.
2. Aircraft means 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; however, for purposes of implementation of Cape Town Convention (CTC) on mobile assets the definition of aircraft also includes aircraft engines installed on aircrafts.
3. This issue of Regulation shall enter into force immediately once published.
4. “Acceptable Means of Compliance” (AMC) illustrate a means, but not the only means, by which the proposed requirement can be met.
5. “Guidance Material” (GM) is helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of regulations or AMCs.



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HIGHLIGHTS OF CHANGES

	Amended Paragraph	Amendment Details
Issue No. 04 April 2016	GM to 1.1.1 (e):	New paragraph: This item (e) is not applicable to Light Sport Aircraft (LSA). Refer to CAR Part II Chapter 10 on Light Sport Aircraft
	1.2.6	Added: or entity
	1.2.8 and GM to 1.2.8	New paragraph regarding validity of contract agreements submitted for registration of aircraft
	1.3.1	Clarification of wording
	AMC 2 to 1.3.1 (a)	Added: Requirements to meet when the aircraft owner is a Trust.
	AMC 2 to 1.3.1 (d)	Added: It is responsibility of the operator to change the registration plate.
	Note to 1.3.2	Added: In this case the GCAA will state the initial and re-issue date in the new Certificate of Airworthiness and Airworthiness Review Certificate
	1.4.2	Added: Application form regarding replacement of certificate. Refer to Table 5 of Appendix 1.
	1.5.6	AMC 1.5.5 cancelled and replaced by new paragraph 1.5.6.
	1.5.6 (g)	Clarification on documents to be submitted to discharge interests with the International Registry
	GM 1 to AMC 1.5.6	Amended: must to shall
	1.5.7	GM 3 to AMC 1.5.5 cancelled and replaced by new paragraph 1.5.7
	1.5.8	New paragraph on validity of AEP code
	AMC 4 to 1.6.2	New paragraph on submission of IDERA letter by registered operator
	2.1.2 (d)	Clarification: of the colour of the aircraft
	2.1.3 (c)	Clarification regarding position of registration plate on unmanned free balloon
	2.1.4.	New paragraph: The aircraft Operator is responsible to ensure that the identification plate is affixed on the aircraft
	AMC to 2.2.1 (a) (ii)	New paragraph regarding position of registration mark on heavier-than-air-aircraft
	2.2.1 (d)	Clarification regarding the colour of registration mark for heavier-than-air-aircraft
	2.2.2 (d)	Added: refer to paragraph 2.1.4
	2.3.2 (c) and AMC to 2.3.2 (c)	Deleted. The Operator shall ensure that registration marks appear on the registration plate



2.4.3	One-fourth amended to one-quarter
2.5.1	Clarification regarding when reserved registration mark and Mode S Code can be used
2.5.2	Amended: may to shall
2.5.3, 2.5.4, 2.5.5 and 2.5.6	New paragraphs regarding Mode S Code and registration mark requirements
Note to 3.1.1	New note. CAR 21 is not applicable to Light Sport Aircraft
4.5.1	Amended: may to shall and clarification of wording
7.1.1	Amended: may to shall
8.3.1 and 8.3.3	Amended: must to shall
10 APPENDICES. Note	Note amended: Requirements to meet when the aircraft owner is a Trust
Numbering of Table 1 to Table 4	Numbering of Table 1 to Table 4 were amended
Section 10 Appendices	Notes of appendices were numbered
Appendix 1 (Table 1) Note	Amendment regarding balloons to be registered in the UAE must be type accepted
Appendix 1 (Table 1), item c*(d)	Definition of aircraft owner was amended
Appendix 1 (Table 1), item c*(e)	Amended: the paragraph was divided in sub-paragraphs New paragraph on requirements to meet when the aircraft owner is a Trust
Appendix 1 (Table 1), item d* on registration of aircraft	New paragraph regarding clarification on aircraft agreements to be submitted for registration of aircraft
Appendix 1 (Table 1), item e* on payment of GCAA fee	Amended: may to should
Appendix 1 (Table 1) Notes f*	Amended the two Notes regarding the submission of no objection letter and confirmation letters from other Regulatory Aviation Authority
Appendix 1 (Table 2), item 14 on amendment to Certificate of Registration	Amended: the back side of Certificate of Registration is to be completed if applicable
Appendix 1 (Table 2), item 15	Amended: The aircraft registration plate shall be removed and replaced
Appendix 1 (Table 2), item c*(d)	Definition of aircraft owner was amended
Appendix 1 (Table 2), item c*(e)	Amended: the paragraph was divided in sub-paragraphs New paragraph on requirements to meet when the aircraft owner is a Trust



Appendix 1 (Table 2), item d*	Clarification on aircraft agreements to be submitted for registration of aircraft
Appendix 1 (Table 2), item e*	Clarification on letter of undertaking
Appendix 1 (Table 2), item j*	Amended: may to should
Appendix 1 (Table 2), item j*	The back side of the certificate of registration shall be signed if it is so required in the submitted certificate
Appendix 1 (Table 2), item k*	Refer to Section 2, paragraphs 2.1.3 and 2.14. of this Regulation.
Appendix 1 (Table 3), item 7 on aircraft de-registration	Amended: the back side of Certificate of Registration is to be completed if applicable
Appendix 1 (Table 3), item 10	Amended: The registration mark and aircraft identification plate shall be removed and replaced (if applicable)
Appendix 1 (Table 3), item c*(d)	Definition of aircraft owner was amended
Appendix 1 (Table 3), item c*(e)	Amended: the paragraph was divided in sub-paragraphs New paragraph on requirements to meet when the aircraft owner is a Trust
Appendix 1 (Table 3), item d*	Clarification on letter of undertaking
Appendix 1 (Table 3), item f*	Clarification on aircraft agreements to be submitted for registration of aircraft
Appendix 1 (Table 3), item g*	The affidavit does not apply to de-registration requirement number 6
Appendix 1 (Table 3), item h*	The back side of the certificate of registration shall be signed if it is so required in the submitted certificate
Appendix 1 (Table 3), item j*	Refer to Section 2, paragraphs 2.1.3 and 2.14. of this Regulation.
Appendix 1 (Table 4), item 5 and d* on de-registration of aircraft executing IDERA under Cape Town Convention	Amended: the back side of Certificate of Registration is to be completed if applicable
Appendix 1 (Table 4), item 8 and f*	Amended: The registration mark and aircraft identification plate shall be removed and replaced (if applicable)
Appendix 1 (Table 4), item c*(c)	Definition of aircraft owner was amended



	Appendix 1 (Table 4), item c*(d)	Amended: the paragraph was divided in sub-paragraphs New paragraph on requirements to meet when the authorised party is a Trust
	Appendix 1 (Table 5)	New application to be completed to replace aircraft certificate (s). GCAA fee applies for this application
Issue 05	2 GM added in 1.7 2.1.3: Requirements for inclusion of the name of the owner and the operator on the identification plate have been removed from 2.1.3. Corresponding wording in the appendices in relation to the nameplates has been changed to “should” instead of “shall”	Aviation Working Group (AWG) has expressed some enhancement on the methods under which an IDERA will be enforced for a UAE registered aircraft. In order to achieve the highest possible score for the UAE on the Index and also to qualify for the Cape Town Convention discount, the AWG has recommended a few amendments to UAE CAR PART V Chapter 1 ‘Registration of Civil Aircraft’. The previous requirements exceeded ICAO Annex 7 requirements. Removed for facilitating COR transactions.
Issue 06	1.1a created	Age restrictions IB 2014-16 canceled
Issue 07 March 2022	1.6.4 Amended	reserved
	1.6.5	To mandate Irrevocable De-Registration And Export Request Authorisation (IDERA) IB 12-2016 canceled
	AMC2 to 1.6.2 Note	Removed
	10.1 appendix table 1	New item 8 is introduced in the table
	10.1 appendix table 2	New item 10 is introduced in the table



1 SECTION. REGISTRATION

1.1 GENERAL

1.1.1 Subject to the provisions of this Section, an aircraft shall not be registered or continue to be registered in the United Arab Emirates, if it appears to the GCAA that:

- (a) the aircraft is registered outside the United Arab Emirates; or
- (b) an unqualified person holds any legal or beneficial interest by way of ownership in the aircraft or any share therein; or
- (c) the aircraft is lost, completely destroyed or withdrawn from use; or
- (d) it would be inexpedient for the aircraft to be, or continue to be, registered in the United Arab Emirates; or
- (e) if any of the requirements of SECTIONS 2 and 4 are violated.

Note: The provisions of this Chapter shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

GM to 1.1.1(e): Point (e) is not applicable to Light Sport Aircraft (LSA). Refer to CAR Part II Chapter 10 on Light Sport Aircraft.

1.1a AIRCRAFT AGE RESTRICTION

1.1a.1 Aircraft with an age in excess of twenty (20) years, at the time of application for registration, may not be entered in the UAE civil aviation registry.

1.1a.2 The above aircraft age restriction may also be applied to UAE registered aircraft owned by UAE operator/owner temporarily de-registered and subsequently returning to the UAE Civil Aircraft Register.

AMC to 1.1a.1

The GCAA may allow alternative to age restriction if it is demonstrated that fatigue damage will not occur in the aircraft structure based on the number of total accumulated flight cycles or flight hours or both and that all inspections and maintenance actions and procedures are sufficient to prevent failure of the aircraft structure.

1.2 QUALIFICATION AND PROCEDURES

1.2.1 The following persons or entities shall be qualified to hold legal or beneficial interest by way of ownership in an aircraft registered in the UAE or a share therein:

- (a) Nationals of the United Arab Emirates;
- (b) Corporate bodies having their principal place of business in the United Arab Emirates; and
- (c) Government departments of the United Arab Emirates.



- 1.2.2 For other persons residing or having a place of business in the UAE and holding a legal or beneficial interest by way of ownership in an aircraft, or a share, the GCAA, upon being satisfied that the aircraft meets all GCAA requirements, may then register the aircraft in the United Arab Emirates.
- 1.2.3 If an aircraft is leased to a qualified person (as defined in articles 28 and 29 of the Civil Aviation Law), the GCAA may register the aircraft in the UAE in the name of the lessor and, subject to the provisions of this Section, the aircraft may remain registered during the continuation of the lease agreement.
- 1.2.4 Application for the registration of aircraft shall be submitted in a form and manner prescribed by the GCAA. The application shall meet the following requirements:
- (a) It shall be accompanied by the documentation prescribed in Appendix 1 of this Chapter; and, include evidence of the aircraft ownership and/or any other aircraft ownership interests as, is required to enable GCAA to determine whether the aircraft may properly be registered in the United Arab Emirates and be issued with a Certificate of Registration.
 - (b) It shall bear only the legal name of the aircraft owner(s) and its signature(s), or the signature of its representative who holds power of attorney or an equivalent document from the owner (s).
- 1.2.5 Upon receiving an application for the registration of aircraft and being satisfied that the aircraft may properly be so registered, the GCAA shall register the aircraft, wherever it may be, and shall include in the Certificate of Registration (COR) the following information:
- (a) The nationality and registration marks assigned to the aircraft ;
 - (b) The manufacturer name and manufacturer's designation of the aircraft. The designation of aircraft shall be as per the aircraft Type Certificate, if applicable;
 - (c) The serial number of the aircraft;
 - (d) The name and address of aircraft owner and every person or entity who is entitled to a legal interest in the aircraft or share, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee);
 - (e) The date of issue; and
 - (f) In the case of an aircraft registered in pursuance of paragraph 1.2.3 of this Section, an indication that it is so registered.

GM to 1.2.5: For the purpose of this Chapter, person means any natural person or juridical body.

- 1.2.6 The GCAA shall furnish to the person or entity in whose name the aircraft is registered, or to his representative, a Certificate of Registration which shall include the foregoing particulars and the date on which the certificate was issued.
- 1.2.7 Subject to paragraph 1.2.2 and 1.2.3 of this Section, if at any time after an aircraft has been registered in the UAE any of the registered entities or person becomes unqualified or it is not entitled to a legal or beneficial interest by way of ownership in an aircraft or a share, the registration of the aircraft shall become void and the Certificate of Registration shall be returned by the registered owner or certificate holder to the GCAA.
- 1.2.8 The registered operator shall ensure that any agreement recorded under paragraph 1.2.5 such as lease, lien, or security agreement is in force and valid at the moment of submission and for the

whole period the aircraft is being operated. Operating an aircraft with invalid agreements is prohibited. Any changes to the status of such agreement shall have been notified to the GCAA prior to executing the change.

GM to 1.2.8: The violation of this paragraph may jeopardize the validity of Certificate of Registration.

1.2.9 Pursuant Article 21 of the Convention on International Civil Aviation, the GCAA undertakes to supply to any other Contracting State or to the International Civil Aviation Organization, on demand, information concerning the registration and ownership of any particular aircraft registered in the UAE. The GCAA may also provide such information to a third person subject to the approval of the aircraft registered owner or his representative in the UAE.

AMC1 to 1.2.9: The GCAA will notify the aircraft owner before disclosing information, related to his aircraft, to ICAO or another ICAO contracting State.

AMC2 to 1.2.9: Upon consent of aircraft registered owner or his representative in the UAE, the GCAA will provide information regarding the aircraft registration and ownership to a third person. To this effect, a third person wishing to obtain such information shall submit application in accordance with requirements of Appendix 1 of this Chapter.

1.2.10 Upon its own discretion, and subject to prescribed conditions, the GCAA may allow other qualified persons or entities to assist in the processing of aircraft registration on its behalf.

1.2.11 Notwithstanding the requirements of Appendix 1 of this Chapter, the GCAA shall in good faith trust the applicant's submitted information for aircraft registration related processes. The GCAA may also accept true copies of the original documents presented to support the applications on aircraft registration related processes. Those applicants who submit true copy of the original documents acknowledge and shall agree to keep the GCAA indemnified against any loss whatsoever arising for the acceptance of true copies. The GCAA shall rely conclusively upon such true copies and shall incur no liability in respect of any action taken by any natural or juridical person upon any notice, request, instructions or other instrument believed, in good faith, to be genuine since it has been submitted by the applicant.

1.3 CHANGE OF REGISTERED PARTICULARS OF CERTIFICATE OF REGISTRATION

1.3.1 No legal act, such as sale, mortgage, lease or any other act concerning an aircraft entered in the Aircraft Register, shall be made to another person unless the GCAA is notified; therefore, any changes to be made regarding registered aircraft's ownership title or any other particulars referred to in paragraph 1.2.5 of this Chapter shall be notified to GCAA in advance.

AMC1 to 1.3.1: The GCAA will amend the aircraft records and issue new Certificate of Registration provided that requirements of amendment to Certificate of Registration of Appendix 1 of this Chapter are completed.

AMC2 to 1.3.1: Notwithstanding requirements to be met to amend Certificate of Registration (COR) as prescribed in Appendix 1, when changing commercial name of one of the parties as stated in the COR (e.g. the name of aircraft owner, operator, mortgagee, security trustee or any other party as listed in the COR), the following documents shall also be submitted:



- (a) Certified true copy of the certificate of new commercial name of the entity issued by the Commercial Registry of the State where such entity was registered or certified true copy of an extract of the entity articles of incorporation with stamp of registration by the Commercial Registry of the State where such entity was registered, or when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided with evidence of it being duly registered in the Commercial Registry of the country of business; or, when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).
 - (b) Certified true copy of board resolution identifying the entity's directors or legal representatives title; or certified true copy of an extract of directors/representatives registration certificate issued by the Commercial Registry of the State where such entity was registered;
 - (c) Notarised confirmation letter signed by the entity's legal representative where it is stated that all contracts, agreements and documentations associated to the aircraft signed and issued by the latter entity are in place and are still in force (e.g. lease or mortgage agreements, aircraft insurance certificates, aircraft manuals, etc.);
 - (d) It is responsibility of the operator to change the registration plate, if it was engraved with name of the party whose name has been changed. Refer to paragraphs 2.1.3 and 2.1.4 of this Regulation.
- 1.3.2 The amended Certificate of Registration shall supersede the previous issued COR hence the superseded COR shall be returned to the GCAA Aircraft Register following any of the events referred to in paragraph 1.3.1.

Note: The GCAA will record in the Aircraft Register the new aircraft ownership title without changing the UAE aircraft registration marks or the current aircraft operator. The aircraft Certificate of Airworthiness (COA) and Airworthiness Review Certificate (ARC) will continue to be valid; however, the ARC shall also be amended when there is a change in the commercial name of the operator. In this case, the GCAA will state the initial date and re-issue date in the new COA and ARC.

1.4 REPLACEMENT OF CERTIFICATE

- 1.4.1 The holder of a UAE aircraft Certificate shall apply for a replacement certificate if the certificate is:
- (a) Lost, stolen, or destroyed;
 - (b) So damaged that particulars are no longer clearly legible;
 - (c) Needed to be replaced due to any other event so justified by the applicant and accepted by the GCAA.
- 1.4.2 The applicant for a replacement certificate shall submit application form to the GCAA with payment of the applicable fee and where applicable, the damaged Certificate shall be returned to the GCAA. Refer to Appendix 1, Table 5.

1.5 TRANSMITTING INFORMATION TO THE INTERNATIONAL REGISTRY OF MOBILE ASSETS (IR) UNDER THE CONVENTION AND ITS AIRCRAFT PROTOCOL ON INTERNATIONAL INTERESTS IN MOBILE EQUIPMENT ON MATTERS SPECIFIC TO AIRCRAFT EQUIPMENT SIGNED IN CAPE TOWN ON 16 NOVEMBER 2001 (THE CONVENTION).

- 1.5.1 Pursuant to Article XXVI (3) of the Aircraft Protocol, the Government of UAE ratified the accession to the Convention on April 13, 2008 and came into force on August 1, 2008.
- 1.5.2 On 17 October, 2011 the GCAA has announced that its Aircraft Register, in accordance with Article XIX of the Protocol and Chapter 12.1 (a) of the Regulations and Procedures for the IR, will be the Authorising Entry Point (AEP) in the UAE which shall authorize the transmission of information required for registration of interests on the International Registry of Mobile Assets (IR).
- 1.5.3 The GCAA Aircraft Register will authorise the transmission of information required for registration of interests on the IR by issuing AEP code to be entered by the registering party on the IR system when registering any of the interests prescribed in paragraph 1.5.4 and 1.5.5 of this Section.
- 1.5.4 In accordance with The Convention, aircraft categories eligible for the International Registry recording shall fit at least one of the following categories:
- 1.5.4.1 Airframes (other than those used in military, customs and police services) that, when appropriate aircraft engines are installed thereon, are type accepted by the GCAA to transport:
- at least eight (8) persons including crew; or,
 - goods in excess of 2750 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (other than aircraft engines), and all data, manuals and records relating thereto;
- 1.5.4.2 Helicopters heavier-than-air machines (other than those used in military, customs or police services) supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes and which are type accepted by the GCAA to transport:
- at least five (5) persons including crew; or,
 - goods in excess of 450 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (including rotors), and all data, manuals and records relating thereto;
- 1.5.4.3 Aircraft engines (other than those used in military, customs or police service) powered by jet propulsion or turbine or piston technology and:
- in the case of jet propulsion aircraft engines, have at least 1750 lb of thrust or its equivalent; and,
 - in the case of turbine-powered or piston-powered aircraft engines, have at least 550 rated take-off shaft horsepower or its equivalent, together with all modules and other installed, incorporated or attached accessories, parts and equipment and all data, manuals and records relating thereto.

GM to 1.5.4.3: The interested party may directly transmit information of interests related to aircraft engines on the International Registry of Mobile Assets (IR) therefore, AEP code will not be required



for registering any of the interests prescribed in the below paragraph 1.5.5 if they are related to aircraft engine.

1.5.5 The GCAA shall issue AEP code for registration of aircraft international interest in certain categories of mobile equipment and associated rights such as:

- (a) International interests, prospective interests and registrable non-consensual rights and interests;
- (b) Assignments and prospective assignments of international interests;
- (c) Acquisitions of international interests by legal or contractual subrogations under the applicable law;
- (d) Notices of national interests;
- (e) Subordinations of interests referred to in any of the preceding sub-paragraph;
- (f) Amendments of any of the above mentioned registered interests and,
- (g) Discharge or release of any of the above mentioned registered interests.

1.5.6 Any person or entity that wishes to register interests, referred in paragraph 1.5.5, with the International Registry shall meet the following requirements:

- (a) AEP on-line application shall be submitted through the GCAA website.
- (b) Provide name, address, electronic address and telephone number of the aircraft interested parties and its title given by the contract agreement attached or related to the AEP on-line application.
- (c) Provide details of all affected parts of the aircraft: aircraft model, manufacturer's name, aircraft serial number, the UAE aircraft identification marks (if available) and, engines' details (model, serial numbers and manufacturer's name).
- (d) Provide the desired type of interest to be registered with the IR (e.g. International Interest, Assignment, Contract of Sale, Notice of Prospective International Interest, Prospective assignment, Prospective sale, amendment, discharge or release, other (specify)).
- (e) For registering international interests: provide a pdf copy of the document that creates the relevant interest duly signed by concerned parties (e.g. contract of sale, lease agreement or any other title of aircraft object property); and, the International Registry (IR) identity ID number of the concerned parties that will consent to the interest registration on the International Registry.
- (f) For registering prospective interests: provide a pdf copy of the last draft contract agreement and the International Registry (IR) identity ID number of the concerned parties that will consent to the interest registration on the International Registry.
- (g) For discharging interests: Provide details of the IR file reference number of the IR registration to be discharged and the IR identity ID reference number of the concerned parties that will consent to the interest discharge on the IR. Furthermore, submit a documentary evidence of the interest's cancelation (e.g. an execution copy of the deed of release).

Note: The reference number of the UAE AEP code used to register the interest intended to be discharged shall also be provided, if the interest was registered after 24 November 2011.

- (h) Payment of AEP code fees.

Note: For the purpose of this Sub-section 1.5, the term registration includes, where appropriate, the amendment, extension or discharge of International Registry registrations.

GM 1 to AMC 1.5.6: The AEP on-line application must be submitted through GCAA website (<http://www.gcaa.gov.ae>). To this effect, applicant will be provided with GCAA website user name and password. Process on how to obtain GCAA website user name and password can be found on the same GCAA website. The AEP on-line application must be filled up with GCAA website user's contact details: Complete name, address, electronic address, telephone number, name of the Interested party in whose name the applicant is acting on behalf of (if applicable) and name of the IR registry user entity.

GM 2 to AMC 1.5.6: For the AEP application purposes, the interested party (ies) will be all parties related to the aircraft that will be part of the interest registering process in the International Registry.

GM 3 to AMC 1.5.6: Having completed the AEP on-line process, the GCAA Aircraft Register will provide the applicant with an AEP code to be used by the applicant when registering/discharging/amending aircraft interests on the IR. Upon registration, the International Registry will automatically notify the relevant parties of the registration/discharge/amendment of interests.

1.5.7 In accordance with the Cabinet Decree No. 8 of 13 March, 2011, an AEP Code shall be issued to each entity to complete the registration of one or multiple interests for such entity on the International Registry if it is specifically approved by the GCAA. An AEP code has no expiry date for use. It shall not be re-used after being entered at the International Registry System unless it is so authorised by the GCAA.

1.5.8 A registration of interest (s) effected in violation of the terms of a designation under this Section 1.5, without an AEP code issued by this Authority, is invalid.

1.6 IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST AUTHORISATION (IDERA)

1.6.1 Pursuant Article XIII (I) of the Protocol to the Cape Town Convention, the Government of the UAE has made a declaration that Article XIII (Article 25 of the Consolidated Text) will apply on de-registration and export request authorisation for aircraft registered in the UAE.

1.6.2 In accordance with Article XIII of the Protocol to the Cape Town Convention where the debtor has issued an Irrevocable De-registration and Export Request Authorisation (IDERA) substantially in the form annexed to such Protocol and has submitted such authorisation for recordation to the GCAA Aircraft Register, that authorisation shall be so recorded.

AMC 1 to 1.6.2: The GCAA shall process IDERA letter request and acknowledge it by countersigning and recording it in the Aircraft Register. The GCAA will countersign as many IDERAs as registered owners and/or the registered operator may request. One IDERA copy shall be held by the GCAA for the aircraft file records. The GCAA shall not accept an IDERA submitted and signed by the owner/authorised operator in favour of different parties (e.g. one IDERA in favour of a creditor and another one in favour of a security trustee).



AMC 2 to 1.6.2: Original power of attorney, to be seen by the GCAA, is required when the submitted IDERA is signed by a representative of a registered owner/operator whose representation has not been yet recorded or evidenced in the aircraft file.

AMC 3 to 1.6.2: Where the Authorised Party named in an IDERA no longer exists, the successor or new party entitled to be Authorised Party shall be established to the satisfaction of the GCAA. When the Authorised Party named in an IDERA, ceases to be the Authorised Party, or in the case of an entity which is being dissolved, the IDERA position shall be examined by the legal successor/legal representative at an early stage and action shall be taken to update the IDERA records with GCAA.

AMC 4 to 1.6.2: In case an IDERA letter is issued in favour of the registered owner, the GCAA will execute it when so is requested by the said registered owner in his capacity as Authorised Party as mentioned in the recorded IDERA letter.

1.6.3 The IDERA letter shall be signed by the aircraft registered owner and/or its authorised registered operator. The GCAA will not accept and record an IDERA letter that is not drafted in the form annexed to the Aircraft Protocol thus incomplete or incorrect IDERA letters will be returned to the applicant with possible consequential delays.

1.6.4 reserved.

1.6.5 Any application for Certificate of Registration submitted to GCAA where the owner and the operator are different parties an Irrevocable De-registration and Export Request Authorization letter (IDERA) shall be submitted in accordance with paragraph 1.6.2 of this Chapter.

Note: The IDERA letter shall be submitted on the aircraft registration date.

1.7 ENFORCING AN IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST AUTHORIZATION (IDERA)

1.7.1 The person in whose favour an Irrevocable De-Registration And Export Request Authorisation (IDERA) letter has been issued (the Authorised Party) or its Certified Designee shall be the sole person entitled to exercise the remedies specified in Article IX (1) of the Protocol to the Cape Town Convention and may do so only in accordance with the authorisation and applicable aviation regulations. Such authorisation shall not be revoked by the debtor without the consent in writing of the Authorised Party. The GCAA shall remove an IDERA letter from the Aircraft Register at the request of the Authorised Party or its Certified Designee. Refer to Appendix 1 of this Chapter for requirements to be met for enforcing an IDERA.

1.7.2 In accordance with paragraph 1.7.1, the GCAA shall honour a request for enforcing IDERA if:

- (a) The request is properly submitted under a recorded IDERA ; and



- (b) The Authorised Party or, its Certified Designee, certifies to the GCAA that all registered interests ranking in priority to that of the creditor in whose favour the authorisation has been issued have been discharged or that the holders of such interests have consented to the de-registration and export (refer to Appendix 2 of this Chapter).

GM to 1.7.1: To enforce an IDERA, the holder should provide the GCAA with documents contained in Table 4 of Appendix 1 only. No other documents or requirements, including the consent of the aircraft operator or any other person, will be required or requested.

GM to 1.7.2: When enforcing an IDERA, the GCAA should complete de-registration within a 5-working day period starting from the date all required documentations have been submitted. In the UAE, the week-end is on Friday and Saturday.

Items 5, 6, 7, 8, and 13 Table 4 of Appendix 1 may be provided by the IDERA holder after de-registration and export

2 SECTION. NATIONALITY AND REGISTRATION MARKS

2.1 NATIONALITY MARKS

- 2.1.1 The nationality mark and registration mark of the aircraft shall consist of a group of characters without ornamentation. The UAE's nationality mark shall be the capital letter/numeral A6 in Roman/Arabic.
- 2.1.2 The registration mark of UAE registered aircraft shall:
- (a) be assigned by the GCAA Aircraft Register; and
 - (b) be a group of three capital letters in Roman characters appearing after and separated from the nationality mark by a hyphen; and
 - (c) be formed by solid legible lines and painted on the aircraft or affixed thereto by any other means ensuring a similar degree of permanence; and
 - (d) be displayed to the best possible advantage considering the contrast in colour with the background of the colour of the aircraft and having regard to the construction or features of the aircraft; and
 - (e) be kept clean and visible at all the times.
- 2.1.3 The nationality and registration marks shall also be inscribed on a fireproof metal plate or other fireproof material of suitable physical properties, affixed:
- (a) in the case of an aeroplane having an empty weight not exceeding 150 kg, either in accordance with paragraph (b) or in a prominent position onto the wing
 - (b) in the case of any other aircraft in a prominent position to the fuselage or car or basket, as the case may be, and near to the main entrance to the aircraft
 - (c) in the case of an unmanned free balloon, affixed conspicuously to the payload.
- 2.1.4. The aircraft owner is responsible to ensure that the identification plate referred in paragraph 2.1.3 is affixed on the aircraft. The identification plate shall never be replaced unless any of the particulars engraved on it are changed.



2.2 POSITION OF MARKS

2.2.1 Heavier-than-air aircraft:

- (a) Horizontal Surfaces of the Wings or Fuselage (or equivalent structure):
 - i. on aircraft having a fixed wing surface, the marks shall appear 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 towards the leading edge of the wing;
 - ii. on aircraft having no fixed wing surface and when owing to the structure of the aircraft the greatest height reasonably practicable for the marks on the vertical surface of the fuselage (or equivalent structure) is less than 15 centimeters the marks shall also appear on the lower surface of the fuselage on the line of symmetry and shall be placed with the tops of the letters towards the nose.

AMC to 2.2.1 (a) (ii): The applicant may propose the position of the registration mark for GCAA approval. Upon being satisfied that the proposed registration mark is visible at all the times and that is displayed to the best possible advantage having regard to the construction or features of the aircraft, the GCAA may approve it.

- (b) Fuselage (or equivalent structure) or vertical tail surfaces:
 - i. The marks shall also be on each side of the aircraft either on each side the fuselage (or equivalent structure) or on the upper halves of the vertical tail surfaces.
 - ii. On aircraft having a fixed wing surface, the marks, if placed on the fuselage (or equivalent structure), shall be between the horizontal tail surfaces and the wing.
 - iii. When located on a single vertical tail surface, the marks shall be on both sides. When there is more than one vertical tail surface, the marks shall be on the outer sides of the outboard vertical tail surfaces.
- (c) 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.
- (d) The registration marks shall be of a colour that contrasts clearly with the background of the colour of the aircraft.

2.2.2 Lighter-than-air-aircraft:



- (a) Airships: The marks shall appear on each side of the airship. They shall be placed horizontally either on the hull near the maximum cross-section of the airship or on the lower vertical stabiliser 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 stabiliser surfaces, they shall appear on the horizontal and on the vertical stabilisers; the marks on the horizontal stabiliser 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/numbers toward the leading edge; the marks on the vertical stabiliser shall be located on each side of the bottom half stabiliser, with the letters and numbers placed horizontally.
- (b) Free spherical balloons (other than unmanned free balloons): The marks shall be in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.
- (c) Free 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) Unmanned free balloons: The marks shall appear on the identification plate (refer to paragraph 2.1.4)
- (e) In the case of all lighter-than-air aircraft (other than unmanned free balloons) including airships and free balloons, the side marks shall be so placed as to be visible both from the sides and from the ground.

2.3 MEASUREMENT OF NATIONALITY AND REGISTRATION MARKS

2.3.1 Heavier-than-air-aircraft:

- (a) Wings: the characters constituting each group of marks shall be of equal height. The height of the marks shall be at least 50 centimetres.
- (b) Fuselage (or equivalent structure) or vertical tail surfaces: the marks on the fuselage (or equivalent structure) shall not interfere with the visible outlines of the fuselage (or equivalent structure). The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface. The characters shall be of equal height. The height of the characters constituting each group of marks shall be at least 30 centimetres.
- (c) Where marks are required to be carried on the lower surface of aircraft having no fixed wing surface, the height of the marks shall be at least 50 centimetres, provided that where owing to the structure of the aircraft, the appropriate height specified in this paragraph is not reasonably practicable, the height of the marks shall be the greatest height reasonably practicable under the circumstances consistent with compliance with paragraph 2.4 below.

2.3.2 Lighter-than-air-aircraft:

- (a) The characters constituting each group of marks shall be of equal height. The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.



- (b) If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks on lighter-than-air aircraft, the measurements of the marks must have the same height, width, thickness, and spacing on both sides of the aircraft, taking account of the need for the aircraft to be identified readily.

2.4 WIDTH AND SPACING OF MARKS

- 2.4.1 The width of each character and the length of the hyphen between the nationality mark and registration mark shall be two-thirds of the height of a character, except the letter "I", which shall be one-sixth as wide as it is high.
- 2.4.2 The lines forming the characters and hyphen shall be solid and the thickness of those lines shall be one-sixth as thick as the character is high. Each character shall be separated from the character which it immediately precedes or followed by a space of not less than one-quarter the height of the individual characters, the hyphen being regarded as a character for this purpose.
- 2.4.3 The space between each character may not be less than one-quarter of a character width.

2.5 RESERVATION OF REGISTRATION MARK AND MODE S CODE

- 2.5.1 The GCAA shall reserve aircraft registration mark and Mode S Code upon being satisfied that application for such reservation meets all GCAA requirements. The reserved registration mark and Mode S Code cannot be used unless the aircraft is registered in the UAE Aircraft Register being granted with a Certificate of Registration.
- 2.5.2 Unless otherwise authorised by the GCAA, no person shall place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks shall not be used which might be confused with the International Five Letter Code of Signals Part II, the three-letter combinations beginning with Q used in the Q Code or Distress Codes or other similar, urgent signals.

GM to 2.5.2: Example of urgent signals are XXX, PAN and TTT. For reference to these marks see the current edition of International Telecommunications Regulations.

- 2.5.3 The Reservations of aircraft registration mark and Mode S Code are valid for 12 months, if not used.
- 2.5.4 A Mode S Code address shall not be changed except under exceptional circumstances approved by the GCAA. It shall not be changed during flight.
- 2.5.5 A Mode S Code address cannot be reserved for an aircraft unless registration mark is already reserved for that aircraft.
- 2.5.6 The Mode S Code is cancelled if:
- (a) The 12 months reservation period expires without being used, or
 - (b) The aircraft is removed from the Aircraft Register.

3 SECTION. TYPE CERTIFICATE

3.1 GENERAL

Note: This Section is not applicable to Light Sport Aircraft (LSA).

3.1.1 Aircraft required to be registered in UAE shall comply with CAR Part V - CAR 21.

4 SECTION. NOISE CERTIFICATES

4.1 PURPOSE

4.1.1 This Section requires that certain aircraft carry a Noise Certificate in accordance with CAR Part V - CAR 21 Subpart I and comply with any of the conditions subject to which the certificate was issued and also prescribes the standards which have to be met by these aircrafts prior to the issue of a Noise Certificate.

Note: Although noise requirements may not strictly be airworthiness requirements, this Section is published because of the similarity of approach to, and the dependence of noise certification on, airworthiness procedures and practices.

4.2 RELATIONSHIP TO INTERNATIONAL STANDARDS

4.2.1 ICAO Annex 16, titled 'International Standards and Recommended Practices – Environmental Protection Volume 1 - Aircraft Noise', contains standards applicable to all aircraft included in the classification defined therein for noise certification purposes where such aircraft are engaged in international air navigation. The Annex requires that noise certification shall be granted on the basis of satisfactory evidence that the aircraft complies with national requirements which are at least equal to the applicable standards specified in the Annex.

4.2.2 This Section applies to every UAE registered civil aircraft engaged in international air navigation which is classified under Chapters between 2 and 12 of PART II of Volume I of ICAO Annex 16.

4.3 NOISE RESTRICTIONS

4.3.1 After 01 Jan 2015, no jet powered subsonic aircraft certificated to a standard equivalent to ICAO Annex 16 Chapter 2 or FAR Part 36 Stage 2 standards or worse, and with a Maximum Take-Off Mass (MTOM) of 75000 Pounds / 34020 Kilograms or more shall be registered in the UAE.

4.3.2 After 01 Jan 2017 no jet-powered subsonic aircraft registered in the UAE, certificated with a Maximum Take-Off Mass (MTOM) of 75000 pounds / 34020 Kilogram or more, shall be operated to and from a UAE airport, unless it is compliant with a standard equivalent to ICAO Annex 16 Chapter 3 or FAR Part 36 Stage 3 or better noise standards.

4.4 NOISE CERTIFICATE

4.4.1 The format of the Noise Certificate is as per form No: AWF-NOS-002. Validity of Noise Certificate is unlimited subject to the conditions specified in CAR 21.211.

4.4.2 The Noise Certificate will include a statement that the aircraft will be considered to be in compliance with the relevant noise requirements when maintained, overhauled and repaired in accordance with the GCAA requirements outlined therein.

4.4.3 The Noise Certificate shall be carried on board the aircraft.



4.4.4 All the required information as per AWF-NOS-001 shall be provided by the applicant at the time of application. This form caters for the information required by Chapter I of PART II of Volume I of ICAO Annex 16.

4.5 REQUIREMENTS

4.5.1 In addition to paragraph 4.4, the applicant shall be required to provide the following particulars:

- (a) the national requirements with which the aircraft complies title, issue numbers and effective date; and
- (b) such deviations from the national requirements as may have been authorised in writing by the Authority which issued the Noise Certificate.

4.5.2 During the investigation of the aircraft, the GCAA may decide that additional requirements must be met and these will be listed as “Additional Requirements” in writing to the applicant.

4.5.3 It shall be the responsibility of the applicant to obtain such additional technical information as the GCAA may require in respect of the aircraft, its engines and equipment.

4.5.4 Particulars of any special measures needed for the maintenance of the appropriate noise certification standards shall be included in the maintenance, overhaul and repair manuals.

5 SECTION. RADIO AND RADIO NAVIGATION EQUIPMENT

5.1 APPLICATION FOR RADIO LICENCE

5.1.1 Licenses to operate a radio station in an aircraft are issued by the Telecommunication Regulatory Authority (TRA) of the UAE to whom application shall be made (Refer to TRA website: www.tra.gov.ae).

Note: Refer to CAR-OPS 1 and 3, Subpart L for radio and navigation equipment requirements.

6 SECTION. MASS AND BALANCE OF AIRCRAFT

6.1 GENERAL

6.1.1 Operators of aircraft operating under CAR OPS 1 or 3 requirements as well as operators of aircraft exceeding 5700 KG MTOM shall follow CAR OPS 1 or 3, as applicable, Subpart J requirements to establish the mass and the centre of gravity.

6.1.2 Operators of aircraft below 5700 KG MTOM not operating under CAR OPS 1 or 3 shall carry out actual weighing of aircraft at the time of delivery and, thereafter at intervals not exceeding 5 years.

6.1.3 All operators shall re-weigh aircraft at such times as required by the GCAA, responsible Design Organisations or Manufacturers as applicable.

7 SECTION REVOCATION, SUSPENSION AND VARIATION OF CERTIFICATES, LICENCES AND OTHER DOCUMENTS.



7.1 GENERAL

- 7.1.1 The GCAA shall, if it seems fit, provisionally suspend or vary any certificate, license, approval, permission, exemption, authorization or other document issued by the GCAA pending inquiry into or consideration of the case. The Authority shall, on sufficient ground being shown to its satisfaction after due inquiry, revoke, suspend or vary any such certificate, license, approval, permission, exemption, authorisation or other document. The holder or any person having the possession or custody of any certificate, license, approval, permission, exemption or other document which has been revoked, suspended or varied shall surrender it to the GCAA within a reasonable time after being required to do so.
- 7.1.2 The breach of any condition subject to which any certificate, license, approval, permission, exemption or other documentation has been granted or issued, or which has effect in the absence of provision to the contrary in the document, renders the document invalid during the continuance of the breach.

8 SECTION. FLIGHT PERMIT

8.1 GENERAL

8.1.1 A Flight Permit may be issued by the GCAA:

- (a) For an aircraft that may not currently meet applicable Airworthiness Requirements but is safe to fly to:
 - i. a base where repairs, alterations, or maintenance are to be performed, or to a point of storage (without a valid C of A);
 - ii. deliver or export the aircraft to or from U.A.E. (without a valid C of A);
 - iii. evacuate aircraft from areas of impending danger (without a valid C of A);
 - iv. certify a repair or a post-TC change, when test flight is required by the Approved Design Organisation; or
 - v. reinstate the validity of the C of A.

Note: For Post Maintenance Check Flights required by the Aircraft Maintenance Manual or Flight Tests required by the Organisation's procedures, no Flight Permit is required.

- vi. Outside the certified flight envelope.
- (b) To authorise the operation of an aircraft at a weight in excess of its maximum certificated takeoff mass for flight beyond the normal range over water or over land area where landing facilities or appropriate fuel is not available.
- (c) The excess weight that may be authorised under this Section is limited to the additional fuel, fuel carrying facilities and navigation equipment necessary for the flight.

8.2 RESERVED

8.3 APPLICATION



8.3.1 An applicant for a Flight Permit shall submit an application in a form and manner prescribed by the GCAA indicating:

- (a) the purpose of the flight;
- (b) the proposed itinerary;
- (c) the crew required to operate the aircraft and its equipment, e.g. pilot, co-pilot, etc.
- (d) The operator's description on how the aircraft meets the AW regulation for the intended safe operation of the aircraft;
- (e) any additional restriction the applicant considers necessary for safe operation of the aircraft;
- (f) any other information considered necessary by the GCAA for the purpose of prescribing operating limitations.

8.3.2 In accordance with the established rules, a current insurance policy for aircraft, crew, passengers, third party personnel and property damage liability shall be submitted with the application. The policy shall clearly specify coverage of flights under Flight Permit conditions.

8.3.3 Prior to commencement of the flight, the aircraft shall have a Certificate of Fitness for Flight issued in accordance with CAR Part V – Chapter II, Section 11.

9 SECTION. RESERVED

10 APPENDICES

Note 1: E-Services applications related to aircraft registration are not available for flying schools and clubs. The GCAA will serve notice in advance when such services are available on-line for those entities.

Note 2: Applicants that, at the time of submitting application, do not have complete documentation, including but not limited to the original power of attorney/evidence of representation and certified true copies of aircraft documentation, can submit such documents afterwards during the approval of the process. The pending documentation shall be completed and submitted before the process is completed and relevant certifications are issued. The GCAA subject to its satisfaction with the submitted supporting documentation may accept document (s) other than the ones prescribed in Appendix 1. An affidavit stating why the applicant cannot produce required document may be accepted by the GCAA. This affidavit must be original, notarized and signed by the applicant who must have aircraft owner's authorization to sign affidavit.

10.1 APPENDIX 1

(Table 1)

1*: The GCAA on-line application shall be submitted through GCAA website (<http://www.gcaa.gov.ae>).

REGISTRATION OF AIRCRAFT	
REQUIREMENTS	
1.	GCAA on-line application and original signed application form a*
2.	Original power of attorney or original documentary evidence of aircraft owner's representation b*
3.	Certified true copy of evidence of existence of aircraft owner (if it is an entity) c*
4.	Photocopy of passport of aircraft owner (if it is not an entity) b*
5.	Evidence of managerial title of aircraft owner b*
6.	Certified true copy of evidence of aircraft owner's property title d*
7.	Certified true copy of aircraft lease, and/or sub-lease agreement (as applicable) and evidence of managerial title of signatory parties c* and d*
8.	When the owner and the operator are different parties an Irrevocable De-registration and Export Request Authorization letter (IDERA) shall be submitted in accordance with paragraph 1.6.2 of this Chapter
9.	Photocopy of aircraft non-registration/de-registration certificate issued by foreign Civil Aviation Authority f*
10.	Certified true copy of notarised no objection or consent letter issued by aircraft's lien holders and/or aircraft owner/ (as applicable) c* and f*
11.	Certified true copy of aircraft insurance certificate/policy c*
12.	GCAA fee e*
13.	CD with aircraft documentation g*

a*: The applicant will be provided with GCAA website user name and password. Process on how to obtain GCAA website user name and password can be found on the same GCAA website. The applicant shall also submit the applicable original GCAA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation. The GCAA forms are also available at <http://www.gcaa.gov.ae/en/pages/forms.aspx>. In case, the applicant is not able to obtain GCAA website user account, the submission of the on-line application will not be required subject to the GCAA's consent.

Note 3: The aircraft (including balloon) model to be registered shall be type accepted in the UAE. Information regarding type acceptance certificate can be found in CAR PART V, CAR 21 Subpart B1.

b*: (a) The original notarised power of attorney shall be shown to the GCAA and a copy of it shall be submitted for the GCAA recordation. In case the power of attorney is not available, the GCAA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit



the related GCAA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least:

- i) Its expiry date stated therein,
- ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the GCAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by GCAA. If it is an entity and a representative of it submits application to the GCAA, the above paragraph 2* (a) shall apply.

(d) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that GCAA may find acceptable for aircraft registration purposes.

Note 4: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of aircraft owner means, when aircraft's owner is an entity:

- i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
- iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).



d*: Certified true copy of any instrument(s) or contract agreement(s) such as lease, sub-lease, bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property which shall be signed in ink by all parties involved in the agreement. A certified true copy of evidence of the signatory parties' managerial title who sign the above referred instruments shall also be provided.

Note 5: There is no need of notarisation of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarised POA. The original letter and a certified copy of the referred POA will be filed with the GCAA.

e*: Payment of GCAA fees shall be made on-line through the GCAA website. The applicant should contact GCAA when the payment is not available on-line (e.g. for Flying Schools or Clubs).

f*:(a) When it is not a new aircraft, de-registration certificate/letter from the regulatory Aviation Authority of the State where the aircraft is already registered shall be submitted along with letter/certificate issued by the same Aviation Authority where it is evidenced that the aircraft has no liens or any pending mortgages. In case liens do exist against aircraft, original or certified copy of no objection or consent letter to the registration from the concerned holder or financial party(s) shall be provided with its signature duly notarised.

Note 6: In cases where the operator sub-leases an aircraft from a sub-lessor, the above consent letter shall also be submitted declaring that the lessor has no objection for the aircraft to be sub-leased to the operator. The consent letter from the lessor shall be notarised.

In case the de-registration certificate does not mention information regarding existing liens or lease, the aircraft owner, or his authorised representative, shall submit letter stating that there are no existing liens for the aircraft or if liens or lease do exist, he shall issue a letter stating the same and submit it along with a notarised no objection letter to the registration from the lien or lease holders.

Note 7: Confirmation Letters/ de-registration certificate shall be sent to the GCAA Aircraft Registry, by the Regulatory Aviation Authority, at: acregistry@gcaa.gov.ae; and, by fax at: +971 4 282 0847.

g*Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by GCAA.

(Table 2)

AMENDMENT TO CERTIFICATE OF REGISTRATION	
REQUIREMENTS	
1.	GCAA on-line application and original signed application form a*
2.	Original power of attorney or original documentary evidence of aircraft owner's representation b*
3.	Certified true copy of evidence of existence of new aircraft owner (if it is an entity) c*
4.	Photocopy of passport of new aircraft owner (if it is not an entity) b*
5.	Evidence of managerial title of new aircraft owner b*
6.	Certified true copy of evidence of new aircraft owner's property title d*
7.	Original letter of undertaking (if it was signed by the GCAA for the aircraft) e*
8.	Certified true copy of aircraft lease, and/or sub-lease agreement (as applicable) and evidence of managerial title of signatory parties c* and d*
9.	Certified true copy of notarised no-objection/consent letter issued by aircraft's lien holders and/or aircraft owner/ (as applicable) c* and f*
10.	When the owner and the operator are different parties an Irrevocable De-registration and Export Request Authorization letter (IDERA) shall be submitted in accordance with paragraph 1.6.2 of this Chapter
11.	Evidence of acknowledgement of aircraft operator g*
12.	No-objection/consent letter issued by Authorised Party of IDERA (if applicable) c*, h* and appendix 3
13.	Certified true copy of aircraft insurance certificate/policy c*
14.	GCAA fee i*
15.	Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) j*
16.	The aircraft registration plate shall be removed and replaced k*
17.	CD with aircraft documentation l*

a*: The GCAA on-line application shall be submitted through GCAA website (<http://www.gcaa.gov.ae>). The applicant will be provided with GCAA website user name and password. Process on how to obtain GCAA website user name and password can be found on the same GCAA website. The applicant shall also submit the applicable original GCAA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation.

The GCAA forms are also available at <http://www.gcaa.gov.ae/en/pages/forms.aspx>. In case, the applicant is not able to obtain GCAA website user account, the submission of the on-line application will not be required subject to the GCAA's consent.

b*: (a) The original notarised power of attorney shall be shown to the GCAA and a copy of it shall be submitted for the GCAA recordation. In case the power of attorney is not available, the GCAA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit the related GCAA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least:

- i) Its expiry date stated therein,
- ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the GCAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by GCAA. If it is an entity and a representative of it submits application to the GCAA, the above paragraph 2* (a) shall apply.

(d) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that GCAA may find acceptable for aircraft registration purposes.

Note 8: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of new aircraft owner means, when aircraft's owner is an entity:

- i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
- iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

- iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

d*: Certified true copy of any instrument(s) or contract agreement(s) such as lease, sub-lease, bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property which shall be signed in ink by all parties involved in the agreement. A certified true copy of the signatory parties' managerial title who sign the above referred instrument(s) shall also be provided.

Note 9: There is no need of notarisation of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarised POA. The original letter and a certified true copy of the referred POA will be filed with the GCAA.

e*: The original letter of undertaking previously issued by the GCAA in favour to registered owner, mortgagee, security trustee or any other registered entity having legal aircraft ownership title; otherwise, original letter of its declaration of loss signed and stamped by the registered entity on entity's letterhead. This will apply to those aircraft registered before the UAE's ratification to the Cape Town Convention (effective in August 2008) for which the GCAA did issue letter of undertaking.

f*:(a) Original or certified copy of no objection or consent letter to the amendment of certificate of registration from the concerned holder (s) (e.g. mortgagee, security trustee or any other party as listed in the COR as having security or liens over the aircraft) shall be provided with its signature duly notarised. The signatory of the no objection or consent letter shall be the director/person legally authorised by the entity and evidence of his/her authorisation to act on behalf of the entity shall be provided.

Note 10: In cases where the operator subleases an aircraft from a sublessor, the above consent letter shall also be submitted declaring that the lessor has no objection for the aircraft to be subleased to the operator. The consent letter from the lessor should be submitted duly notarised.

(b) If the registered owner or new owner is an individual and he/she is personally submitting the application, the above-referred consent letter is not required; however, proof of his/her identity shall be evidenced by showing his original passport.

g* Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner

h*: If applicable, no objection or consent letter from the Authorised Party mentioned on the IDERA letter if it is so recorded against the aircraft; the signatory of the no objection or consent letter should be the director/person legally authorised by the company. Refer to appendix 3.

i*: Payment of GCAA fees shall be made on-line through the GCAA website. The applicant should contact GCAA when the payment is not available on-line (e.g. for Flying Schools or Clubs).

J*: The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

k*Refer to Section 2, paragraphs 2.1.3 and 2.14. of this Regulation.

l*Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by GCAA.

Note 11: In addition to Table 2 requirements, refer also to AMC 2 to 1.3.1 when changing commercial name of one of the parties as stated in the COR (e.g. the name of aircraft owner, operator, mortgagee, security trustee or any other party as listed in the COR).

(Table 3)

DE-REGISTRATION OF AIRCRAFT
REQUIREMENTS
1. GCAA on-line application and original signed application form a*
2. Original power of attorney or original documentary evidence of aircraft owner's representation (if evidence of representative's authorisation if not already in aircraft file) *b
3. Original letter of undertaking (if it was signed by the GCAA for the aircraft) d*
4. No-objection/consent letter issued by Authorised Party of IDERA (if applicable) c*, e* and appendix 3
5. Certified true copy of notarised no objection or consent letter issued by aircraft's lien holders (as applicable) c* and f*
6. Evidence of acknowledgement of aircraft operator (e.g. cancelation of lease agreement) c* and g*
7. Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) h*
8. Original aircraft certificates issued by GCAA & TRA Authorities i*
9. Proof that Mode S Code and ELT code have been cancelled (if applicable)
10. The registration mark and aircraft identification plate should be removed and replaced (if applicable) j*
11. CD with aircraft documentation k*

a*: The GCAA on-line application shall be submitted through GCAA website (<http://www.gcaa.gov.ae>). The applicant will be provided with GCAA website user name and password. Process on how to obtain GCAA website user name and password can be found on the same GCAA website. The applicant shall also submit the applicable original GCAA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation. The GCAA forms are also available at <http://www.gcaa.gov.ae/en/pages/forms.aspx>. In case, the applicant is not able to obtain GCAA website user account, the submission of the on-line application will not be required subject to the GCAA's consent.

b*: (a) The original notarised power of attorney shall be shown to the GCAA and a copy of it shall be submitted for the GCAA recordation. In case the power of attorney is not available, the



GCAA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit the related GCAA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least:

- i) Its expiry date stated therein,
- ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the GCAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by GCAA. If it is an entity and a representative of it submits application to the GCAA, the above paragraph 2* (a) shall apply.

(d) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that GCAA may find acceptable for aircraft registration purposes.

Note 12: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of aircraft owner means, when aircraft's owner is an entity:

- i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
- iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

- iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

d*: The original letter of undertaking previously issued by the GCAA in favour to registered owner, mortgagee, security trustee or any other registered entity having legal aircraft ownership title; otherwise, original letter of its declaration of loss signed and stamped by the registered entity on entity's letterhead. This will apply to those aircraft registered before the UAE's ratification to the Cape Town Convention (effective in August 2008).

e*: If applicable, no objection or consent letter from the Authorised Party mentioned on the IDERA letter if it is so recorded against the aircraft; the signatory of the no objection or consent letter should be the director/person legally authorised by the company. Refer to appendix 3.

f*: Original or certified copy of no objection or consent letter from the concerned holder (s) (e.g. mortgagee, security trustee or any other party as listed in the COR as having security or liens over the aircraft) shall be provided with its signature duly notarised. The signatory of the no objection or consent letter shall be the director/person legally authorised by the entity and evidence of his/her authorisation to act on behalf of the entity shall be provided.

Note 13: There is no need of notarisation of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarised POA. The original letter and a certified copy of the referred POA will be filed with the GCAA.

g* Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner. The affidavit referred to in note number 2 of this appendix does not apply to this requirement.

h*: The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

i*: All original aircraft certificates and documents issued by the GCAA & the Telecommunications Regulatory Authority (TRA) of the United Arab Emirates for the subject aircraft shall be returned to the GCAA (e.g. COR, COA, ARC, Noise Certificate, Radio Licence, etc.)

Note 14: The Operator might keep the original Airworthiness Review Certificate (ARC), which becomes invalid whenever the Certificate of Airworthiness is cancelled.

j*: Refer to paragraphs 2.1.3 and 2.1.4 of this Regulation.

k*: Once the process is completed and the certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by GCAA.



Note 15: The GCAA will send notification on the aircraft de-registration to the UAE local department (s) of Civil Aviation where the aircraft is based or operates from.



(Table 4)

DE-REGISTRATION OF AIRCRAFT ENFORCING IDERA LETTER	
REQUIREMENTS	
1.	GCAA on-line application and GCAA application form a*
2.	Original power of attorney or original documentary evidence of Authorised Party's representation or his Certified Designee b* and c*
3.	Certified true copy of evidence of existence of the Authorised Party (if it is an entity) c*
4.	Evidence of managerial title of the Authorised Party b*
5.	Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) d*
6.	Original aircraft certificates issued by GCAA & TRA Authorities e*
7.	Proof that Mode S Code and ELT code have been cancelled (if applicable)
8.	The registration mark and aircraft identification plate should be removed (if applicable) f*
9.	Original certified designee letter. Refer to appendix 4 (this will suffice as evidence of authorisation to the aircraft de-registration given by the Authorised Party)
10.	Original confirmation letter from the Authorised Party. Refer to appendix 2.
11.	Original IDERA letter or its declaration of loss g*
12.	Photocopy of Priority Search Certificate issued by the International Registry h*
13.	CD with aircraft documentation i*

a*: The GCAA on-line application shall be submitted through GCAA website (<http://www.gcaa.gov.ae>). The applicant will be provided with GCAA website user name and password. Process on how to obtain GCAA website user name and password can be found on the same GCAA website. The applicant shall also submit the applicable original GCAA application form signed by the Authorised Party or his Certified Designee supported by evidence of representation. The GCAA form is also available at <http://www.gcaa.gov.ae/en/pages/forms.aspx>. In case, the applicant is not able to obtain GCAA website user account, the submission of the on-line application will not be required subject to the GCAA's consent.

b*: (a) The original notarised power of attorney shall be shown to the GCAA and a copy of it shall be submitted for the GCAA recordation. In case the power of attorney is not available, the GCAA may accept any other original documentary evidence of authorisation (its equivalent) giving full powers to submit the related GCAA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least:

- Its expiry date stated therein,
- If an expiry date is not stated therein and the power of attorney is older than 3 years, the GCAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the

authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) Documentary evidence means an original notarised authorisation letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that GCAA may find acceptable for aircraft registration purposes.

Note 16: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

c*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(d) Evidence of existence of Authorised Party or his Certified Designee means:

- i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,
- iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,
- iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

d* The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

e*: All original aircraft certificates and documents issued by the GCAA & the Telecommunications Regulatory Authority (TRA) of the United Arab Emirates for the subject aircraft shall be returned to the GCAA (e.g. COR, COA, ARC, Noise Certificate, Radio License, etc.)

f*: Refer to Section 2, paragraphs 2.1.3 and 2.1.4 of this Regulation.



g*: Original IDERA letter of its declaration of loss signed and stamped on entity's letterhead.

h*: To obtain International Registry Priority Search Certificate, refer to
<https://www.internationalregistry.aero>

i*: Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by GCAA.

Note 17: The GCAA will send notification on the aircraft de-registration to the UAE local department (s) of Civil Aviation where the aircraft is based or operates from



(Table 5)

Aircraft Registration Process Requirements	Aircraft Title Search Certificate	Non- Registration of Aircraft Certificate	Reservation of registration mark	Assignment of Mode S Code	Replacement of Certificate
Original GCAA application form	X	X	X	X	X
GCAA fee	Not applicable	Not applicable	Not applicable	Not applicable	X



10.2 APPENDIX 2 - Form template for requesting aircraft de-registration enforcing an Irrevocable De-Registration and Export Request (IDERA) (Original of this letter shall be submitted)

Date:

To: General Civil Aviation Authority (GCAA)
P.O. Box: 6558
Abu Dhabi, UAE
or,
To: General Civil Aviation Authority (GCAA)
P.O. Box: 30500
Dubai, UAE

Sir/Madam:

The undersigned is the AUTHORISED PARTY under Article XIII (3) of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft and in relation to aircraft:

Make: _____ **Model:** _____

A6 Registration No.: _____ **Serial Number:** _____

together with all installed, incorporated or attached accessories, parts and equipment, ('the aircraft') wishes as the Authorised Party in accordance with the provision of I.D.E.R.A. dated [insert date] to procure the de-registration of the aircraft from the aircraft register maintained by the UAE Civil Aircraft Register for the purposes of Chapter III of the Convention on International Civil Aviation, signed at Chicago, on 7 December 1944, and also procure the export and physical transfer of the Aircraft from the United Arab Emirates to [insert name of the Aviation Authority, if applicable].

The signatory hereby certifies, that all registered interests ranking in priority to that of the Authorised Party in whose favour the authorisation [I.D.E.R.A.] has been issued have been discharged **or** that the holders of such interests have consented to the de-registration and export of the aircraft from the United Arab Emirates.

Yours faithfully,

Signed by the Authorised Party (Signature shall be notarised)

Name(s):

Title:

Phone(s):

Email:



10.3 APPENDIX 3 - Form Template for an IDERA Irrevocable De-Registration and Export revocation request (Original of this letter shall be submitted)

Date:

To: General Civil Aviation Authority (GCAA)

P.O. Box: 6558

Abu Dhabi, UAE

or,

To: General Civil Aviation Authority (GCAA)

P.O. Box: 30500

Dubai, UAE

Sir/Madam:

The undersigned is the [insert as appropriate, AUTHORISED PARTY or CERTIFIED DESIGNEE] under Article XIII (3) of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft and in relation to aircraft:

Make: _____ **Model:** _____

A6 Registration No.: _____ **Serial Number:** _____

(together with all installed, incorporated or attached accessories, parts and Equipment, THE "AIRCRAFT"), wishes to remove the IDERA dated [insert date] as recorded on the Aircraft Register maintained by the UAE General Civil Aviation Authority.

Yours faithfully,

Signed by the Authorised Party or its Certified Designee:

Name(s):

Title:

Phone(s):

Email:

(Signature shall be notarised)

Note: If this form is signed by the Certified Designee and its capacity is not yet recorded in the aircraft file, it shall be submitted along with the recommend form of Appendix 4.



10.4 APPENDIX 4 - Form template for submitting Certified Designee confirmation letter in relation to an Irrevocable De-registration & Export Request Authorisation (IDERA) (Original of this letter shall be submitted)

Date:

To: General Civil Aviation Authority (GCAA)

P.O. Box: 6558

Abu Dhabi, UAE

or,

To: General Civil Aviation Authority (GCAA)

P.O. Box: 30500

Dubai, UAE

Sir/Madam:

The undersigned, *[insert name of Authorised Party]* as the AUTHORISED PARTY under Article XIII of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft (the AIRCRAFT PROTOCOL) and in relation to aircraft:

Make: _____ **Model:** _____

A6 Registration No.: _____ **Serial Number:** _____

(together with all installed, incorporated or attached accessories, parts and equipment, "THE AIRCRAFT"), hereby confirms that *[insert name, designation of entity to be designated]* is the Certified Designee who shall be the sole person entitled to exercise the remedies specified in Article IX of the AIRCRAFT PROTOCOL in accordance with the authorisation and applicable UAE aviation safety laws and regulations as well as the confirmations and authorisations in my favour set out in the IDERA authorisation dated *[insert date]* issued by *[insert name of Aircraft operator]*.

Please, acknowledge your agreement to this request and its terms by appropriate notation in the space provided below.

Yours faithfully,

Signed by the Authorised Party:

Name(s):

Title:

Phone(s):

Email:

(Signature shall be notarised)

Acknowledged and lodged by the GCAA:

Date:

Signature:

Name:

Title: