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S T A T U T O R Y I N S T R U M E N T S

2022 No. 76.

**THE CIVIL AVIATION (AIRCRAFT NATIONALITY AND
REGISTRATION MARKS) REGULATIONS, 2022**

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STATUTORY INSTRUMENTS

2022 No. 76.

The Civil Aviation (Aircraft Nationality and Registration Marks) Regulations, 2022

(Under sections 34(2) and 61 of the Civil Aviation Authority Act, Cap. 354)

IN EXERCISE of the powers conferred upon the Minister by sections 34(2) and 61 of the Civil Aviation Authority Act, and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 27th day of June, 2022.

PART I—PRELIMINARY

1. Title

These Regulations may be cited as the Civil Aviation (Aircraft Nationality and Registration Marks) Regulations, 2022.

2. Application

(1) These Regulations apply to civil aircraft registered in Uganda.

(2) These Regulations do not apply to meteorological pilot balloons used exclusively for meteorological purposes or uncrewed free balloons without a payload, except as otherwise expressly provided.

3. Interpretation

In these Regulations, unless the context otherwise requires—

“Act” means the Civil Aviation Authority Act, Cap. 354;

“aeroplane” means 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;

- “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;
- “airship” means a power-driven lighter-than-air aircraft;
- “authority” means the Uganda Civil Aviation Authority established by section 3 of the Act;
- “balloon” means a non-power-driven lighter-than-air aircraft;
- “commercial air transport” means an aircraft operation involving the transportation of passengers, cargo, or mail for remuneration or hire;
- “common mark” means a mark assigned by the International Civil Aviation Organisation to the common mark registering authority, registering aircraft of an international operating agency on a basis other than a national basis;
- “common mark registering authority” means the authority that maintains the non-national register or, where appropriate, the part of the registry, in which aircraft of an international operating agency are registered;
- “contracting state” means a State that is a signatory to the Convention on International Civil Aviation;
- “Convention” means the Convention on International Civil Aviation;
- “currency point” has the value assigned to it in Schedule 1 to these Regulations;
- “fireproof material” means material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose;

- “glider” means 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;
- “gyroplane” means 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;
- “heavier-than-air aircraft” means any aircraft deriving its lift in flight chiefly from aerodynamic forces;
- “helicopter” means 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;
- “international operating agency” means an agency of the kind contemplated in Article 77 of the Convention;
- “lease” means a contractual arrangement where a licensed air operator gains commercial control of an entire aircraft without transfer of ownership;
- “lighter-than-air aircraft” means any aircraft supported chiefly by its buoyancy in the air;
- “ornithopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted;
- “regulated entity” means an entity that is subject to these Regulations;
- “remotely piloted aircraft (RPA)” means an unmanned aircraft which is piloted from a remote pilot station;
- “rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors;

“sea plane” means an aeroplane equipped with floats or other devices enabling it to land and take off from the surface of water;

“State of Registry” means the State on whose register the aircraft is entered.

PART II—AIRCRAFT REGISTRATION REQUIREMENTS

4. General requirements

(1) A person shall not operate an aircraft within Uganda or fly an aircraft over Uganda, unless—

(a) in case of an aircraft eligible for registration under the laws of Uganda, the aircraft has been registered by its owner in accordance with these Regulations and the authority has issued a certificate of registration for that aircraft which shall be carried aboard that aircraft for all operations; or

(b) it is registered in—

(i) a contracting State; or

(ii) some other state in relation to which there is in force an agreement between the Government of Uganda and the government of that State which makes provision for the flight over Uganda of the aircraft registered in that State.

(2) Subject to these Regulations, an aircraft shall not be registered or continue to be registered in Uganda where—

(a) the aircraft is registered outside Uganda;

(b) an unqualified person is entitled as owner to any legal or beneficial interest in the aircraft or to any share therein;

(c) it is inexpedient in the public interest for the aircraft to be or to continue to be registered in Uganda; or

- (d) the aircraft does not qualify to be issued with a certificate of airworthiness as specified in the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022.

(3) A person shall not operate or fly an aircraft unless the aircraft has painted on it or affixed to it, in the manner required by the law of the State in which it is registered, the nationality and registration marks required by that law.

(4) An aircraft shall not bear any marks which purport to indicate that the aircraft is—

- (a) registered in a State in which it is not in fact registered; or
- (b) a State aircraft of a particular State, if it is not an aircraft of that State, unless the appropriate authority of that State has sanctioned the bearing of these marks.

(5) The authority is responsible for the registration of aircraft in Uganda and the maintenance of a current register on its premises showing, for each aircraft registered, the information recorded in the certificate of registration.

5. Classification of aircraft

(1) An Aircraft shall be classified in accordance with Schedule 2 to these Regulations.

(2) An aircraft which is intended to be operated with no pilot on board shall in addition be classified as an uncrewed aircraft.

(3) Uncrewed aircraft shall include uncrewed free balloons and remotely piloted aircraft.

6. Eligibility for registration

(1) An aircraft is eligible for registration where it is—

- (a) owned or leased by—
 - (i) a citizen of Uganda;

- (ii) an individual citizen of a foreign State who is lawfully admitted for residency in Uganda;
 - (iii) a corporation lawfully organised and doing business under the laws of Uganda; or
 - (iv) a government entity; and
- (b) not registered under the laws of any foreign country.

(2) The following persons are qualified to be the owners of a legal or beneficial interest in an aircraft registered in Uganda, or a share therein—

- (a) the Government of Uganda;
- (b) citizens of Uganda or persons who are bona fide resident in Uganda;
- (c) such other persons as the authority may approve, on condition that the aircraft is not used for commercial air transport, flying for training or aerial work and such other conditions as the authority may specify; and
- (d) bodies corporate—
 - (i) established under and subject to the laws of Uganda; or
 - (ii) established under and subject to the laws of such country as the authority may approve.

(3) Where an unqualified person residing or having a place of business in Uganda is entitled as an owner to a legal or beneficial interest in an aircraft, or a share, the authority, upon being satisfied that the aircraft may otherwise be properly registered, may register the aircraft in Uganda and that person shall not cause or permit the aircraft while it is registered in accordance with these Regulations to be used for the purpose of commercial air transport operations or aerial work.

(4) Where an aircraft is leased or is the subject of a lease, charter or hire purchase agreement to a person qualified under subregulation (2), the authority may, whether or not an unqualified person is entitled as owner to a legal or beneficial interest in the aircraft, register the aircraft in the names of the parties to the charter or hire purchase agreement upon being satisfied that the aircraft may otherwise remain registered during the continuation of the lease, charter or hire-purchase agreement.

7. Application for registration of aircraft

(1) A person who intends to register an aircraft in Uganda shall submit an application for registration to the authority in a form and manner prescribed by the authority in applicable technical guidance material issued by the authority from time to time.

(2) Subject to subregulation (1), each application shall -

- (a) certify the citizenship of the applicant;
- (b) show evidence of ownership of the aircraft; and
- (c) be signed by the applicant in ink.

(3) The application for registration shall be submitted with a fee prescribed by the authority in the applicable Aeronautical Information Circular.

(4) An application for the registration of an aircraft in Uganda may be made by, or on behalf of the owner provided that—

- (a) the applicant is legally entitled to the aircraft;
- (b) a written notice is submitted to the authority, identifying the person making the application on behalf of the owner;
- (c) in the case of a body corporate, a written notice identifying an officer of the body corporate, and the address, who

may be served with documents, including the registration certificate issued by the authority;

- (d) in the case of an imported aircraft with previous registration of a foreign State, a statement issued by the authority responsible for registration of aircraft in that State stating when the registration was cancelled;
- (e) a description of the aircraft identifying it by reference to its manufacturer as indicated in the application;
- (f) where the aircraft has previously been registered in Uganda or elsewhere, particulars of the registration mark, if it has been reserved for the aircraft, as indicated in the application;
- (g) the name and address of each person who holds a property interest in the aircraft and a description of the person's property interest is indicated in the application;
- (h) the name and address of the registered owner if different from paragraph (c);
- (i) the physical station where the aircraft will be usually stationed is indicated in the application;
- (j) the name and signature of the applicant is indicated in the application; and
- (k) the date of the application is indicated.

8. Registration of aircraft

(1) The authority shall, on receiving an application for the registration of an aircraft and confirming that the aircraft meets the requirements of the applicable Regulations register the aircraft.

(2) The authority shall include in the certificate of registration, the following particulars—

- (a) the number of the certificate;

- (b) the nationality mark of the aircraft and the registration mark assigned to it by the authority;
- (c) the name of the manufacturer and the manufacturer's designation of the aircraft;
- (d) the serial number of the aircraft;
- (e) the name and address of every person who is entitled as owner to a legal interest in the aircraft or a share therein, or, in the case of a lease agreement or financial arrangement, the names and addresses of lessee and lessor or as the case may be, the financier;
- (f) the name or logo of the issuing authority; and
- (g) conditions, if any, with regard to which it is registered.

9. Certificate of registration

(1) The authority shall furnish to the person or persons in whose name or names the aircraft is registered, in this regulation referred to as the "registered owner", a certificate of registration, which shall include the particulars specified in Schedule 3 and the date on which the certificate was issued.

(2) Subject to regulation 6, where at any time after an aircraft has been registered in Uganda an unqualified person becomes entitled as owner to a legal or beneficial interest in the aircraft or share therein, or the ownership of that aircraft is transferred to a person not qualified under the provisions of regulation 6, the registration of the aircraft shall become void and the certificate of registration shall be returned by the registered owner to the authority for cancellation.

(3) The certificate of registration shall be in the form specified in Schedule 3 to these Regulations.

(4) The certificate of registration shall be issued in the English language.

10. Change of registration or ownership particulars

(1) A person registered as the owner of an aircraft registered in Uganda shall notify the authority in writing of—

- (a) any change in the particulars which were furnished to the authority at the time of application for registration of the aircraft;
- (b) the destruction of the aircraft or its permanent withdrawal from use; and
- (c) in the case of an aircraft registered in accordance with regulation 6 (4), the termination of the lease, charter or hire-purchase agreement.

(2) A person who becomes the owner of an aircraft registered in Uganda shall inform the authority in writing.

(3) The authority may, where it appears necessary or appropriate, or for purposes of updating the register in accordance with subregulations (1) and (2), correct or amend the particulars entered on the register.

(4) For the purposes of this regulation, reference to the registered owner of the aircraft includes, in the case of a deceased person, his or her legal representative and in the case of a body corporate which has been dissolved, its successor, if any.

11. De-registration

(1) The authority may de-register or cancel the registration of an aircraft under the following circumstances—

- (a) upon application by the registered owner for purposes of registering the aircraft in another State or for any other purpose; or
- (b) upon the destruction of the aircraft or its permanent withdrawal from use.

(2) The authority shall, before de-registering an aircraft, require the registered owner to—

- (a) return the certificate of aircraft registration to the authority;
- (b) settle any lien or encumbrance attached to the aircraft;
- (c) remove all nationality and registration marks assigned to the aircraft; and
- (d) comply with any other conditions as the authority may specify.

(3) The certificate of de-registration, in wording and arrangement, shall be in the form specified in Schedule 4 to these Regulations.

(4) Where a certificate of de-registration is issued in a language other than English, the applicant shall attach an English language translation.

PART III—NATIONALITY, COMMON AND REGISTRATION
MARKS TO BE USED

12. Marking and manner of affixation

(1) A person shall not operate an aircraft registered in Uganda, unless the aircraft displays nationality and registration marks in accordance with the requirements of these Regulations.

(2) The nationality or common mark and registration mark shall consist of a group of characters used to identify the nationality of the aircraft.

(3) The marks used to identify the nationality of a Ugandan aircraft shall conform to the requirements of these Regulations and shall include a series of numbers or letters assigned by the authority.

(4) The nationality marks shall be selected from the series of nationality symbols included in the radio call signs allocated to Uganda by the International Telecommunication Union.

(5) The common mark shall be selected from the series of symbols included in the radio call signs allocated to the International Civil Aviation Organisation by the International Telecommunication Union.

(6) The nationality mark shall be notified to the International Civil Aviation Organisation.

(7) The nationality or common mark shall precede the registration mark and where the first character of the registration mark is a letter, the letter shall be preceded by a hyphen.

(8) The registration mark shall be letters, numbers or a combination of letters and numbers, and the registration mark shall be assigned by the State of Registry or common mark registering authority.

(9) A person shall not unless otherwise authorised by the authority, place on any aircraft a design, mark or symbol that modifies or confuses the nationality or registration marks.

(10) Where letters are used for the registration mark, combinations shall not be used which might be confused with—

- (a) the five - letter combinations used in the International Code of Signals, Part II;
- (b) the three - letter combinations beginning with Q used in the Q Code; and
- (c) the distress signal SOS, XXX, PAN and TTT or other similar urgent signals.

(11) The marks used shall not be similar to the international marks in such a way as to be confused with the International Five Letter Code of Signals or Distress Codes.

(12) The nationality or common mark and registration mark shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence, and shall—

- (a) have no ornamentation;
- (b) contrast in colour with the background;
- (c) be legible; and
- (d) be kept clean and visible at all times.

(13) The side marks for lighter-than-air aircraft shall be located in such a manner that they are visible both from the sides and are similarly visible from the ground.

(14) The uncrewed balloon shall carry an identification plate marked with a serial number issued by the authority.

PART IV—LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS

13. General location of marks

The nationality or common mark and registration mark shall be painted on the aircraft or affixed by any other means ensuring a similar degree of permanence.

14. Display of marks

(1) An owner of an aircraft registered in Uganda shall display on the aircraft the nationality mark “5X” followed by the registration of the aircraft consisting of three Roman capital letters assigned by the Authority with a hyphen placed between the nationality mark and the registration mark.

(2) Where it is not possible to mark the aircraft in accordance with these Regulations, the owner may apply to the authority for an alternative method of marking.

15. Location of marks on lighter-than-air aircraft

A person shall not operate a lighter-than-air aircraft unless the aircraft, is marked as follows—

- (a) for airships—

- (i) the marks on an airship shall appear either on the hull or on the stabilizer surfaces;
 - (ii) 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;
 - (iii) where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers;
 - (iv) 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; and
 - (v) the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally;
- (b) for spherical balloons other than uncrewed free balloons, the marks shall appear in two places diametrically opposite and shall be located near the maximum horizontal circumference of the balloon;
 - (c) for non-spherical balloons other than uncrewed free balloons, the marks shall appear on each side and 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) for all lighter-than-air-aircraft other than uncrewed free balloons, the side marks shall be visible both from the sides and from the ground; and
 - (e) for uncrewed free balloons, the marks shall appear on the identification plate.

16. Location of marks on heavier-than-air aircraft

(1) The marks on heavier-than-air aircraft shall appear once on the lower surface of the wing structure and—

- (a) 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;
- (b) so far as is possible, the marks shall be located equidistant from the leading and trailing edges of the wings; and
- (c) the tops of the letters and numbers shall be toward the leading edge of the wing.

(2) In the case of fuselage or equivalent structure and vertical tail surfaces, on heavier-than-air aircraft, the marks shall appear—

- (a) 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;
- (b) where located on a single vertical tail surface, on both sides; and
- (c) where located on multi-vertical tail surfaces, on the outboard sides of the outer surfaces.

(3) For special cases where a heavier-than-air aircraft does not possess parts corresponding to those specified in subregulation (1) and (2), the marks shall appear in a manner such that the aircraft can be identified readily.

(4) For an aircraft having more than one set of wings—

- (a) the mark shall be placed on the lower wing or the lower set of wings, as the case may be;

- (b) the marks shall also appear either on the fuselage, or equivalent structure of the aircraft or on the vertical tail surface of the aircraft, and shall be on each side of the fuselage or equivalent structure between the wings and the tail surfaces; and
- (c) the marks on the vertical tail surfaces shall be on each side of the vertical tail surface for aircraft with a single vertical surface, and shall be on each of the out-board sides of the outer vertical surfaces of the tail structure for an aircraft with multi-vertical surface structure.

(5) In the case of rotorcraft, the marks shall be located horizontally on both the port and starboard sides and on any of the following where it shall be clearly visible—

- (a) the fuselage;
- (b) the engine cowling;
- (c) the tank or tanks;
- (d) the tail boom; or
- (e) any other external surface approved by the authority.

17. Deviations of size and location of marks

(1) Where either one of the surfaces authorised for displaying required marks is large enough for display of marks meeting the size requirements of these Regulations and the other is not, the registered owner shall place full-size marks on the larger surface.

(2) Where, neither surface is large enough for full-size marks, the authority may approve marks as large as practicable for display on the larger of the two surfaces.

18. Removal of marks

Where an aircraft registered in Uganda is sold, the holder of the certificate of registration shall upon de-registration remove, before

its delivery to the purchaser, all nationality and registration marks of Uganda, unless the purchaser is a citizen or other legal entity as prescribed in regulation 6 (1).

PART V—MEASUREMENTS OF NATIONALITY, COMMON
AND REGISTRATION MARKS

19. Measurement of marks

(1) A person shall not operate an aircraft unless the aircraft is marked with the number and letters comprising one or more marks of equal height.

(2) In the case of lighter-than-air aircraft, other than uncrewed free balloons, the length of the marks shall be at least 50 centimetres.

(3) Where the lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in subregulation 5, the measurements of the marks shall be determined by the authority, taking into account the need for the aircraft to be identified readily.

(4) The marks on a balloon and an uncrewed free balloon shall be vertical and shall be at least 50 centimetres, taking into account the size of the payload to which the identification plate is affixed.

(5) In the case of fixed wing heavier-than-air aircraft—

- (a) the wing marks must be at least 50 centimetres in height;
- (b) the marks on the fuselage or equivalent structure, shall be at least 30 centimetres in height without visually interfering with the outlines of the fuselage or equivalent structure;
- (c) the marks on the vertical tail surface marks shall be at least 30 centimetres in height with a clearance of 5 centimetres from the leading and trailing edge of the tail surface; and
- (d) where the heavier-than-air aircraft does not possess parts corresponding to those specified in this regulation or

where the parts are too small to accommodate the marks prescribed in paragraphs (a), (b) and (c), the measurements of the marks shall be determined by the authority, taking into account the need for the aircraft to be identified readily.

(6) In the case of a rotorcraft—

(a) the marks shall be at least 30 centimetres in height; or

(b) where the surface area of that part of the rotorcraft on which the marks are to be located is not sufficient to enable compliance with the requirements of paragraph (a), the measurements of the marks shall be determined by the authority, taking into account the need for the aircraft to be identified readily.

(7) The marks shall be vertical or sloping at the same angle being an angle of no more than 30 degrees to the vertical axis.

PART VI—TYPE OF CHARACTERS FOR NATIONALITY,
COMMON AND REGISTRATION MARKS

20. Types of characters for nationality, common and registration marks

(1) A person shall not operate an aircraft unless the aircraft is marked with capital letters in Roman characters without ornamentation and the numbers shall be Arabic numbers without ornamentation.

(2) The width of each character, except the letter I, and the number and the length of hyphens shall be two-thirds of the height of a character.

(3) The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background.

(4) The thickness of the lines shall be one-sixth of the height of a character.

(5) 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.

(6) A hyphen shall be regarded as a character for the purpose of marking.

PART VII—REGISTER OF NATIONALITY, COMMON
AND REGISTRATION MARKS

21. Aircraft civil register

(1) The authority shall maintain a current aircraft civil register of all aircraft registered in Uganda.

(2) The information recorded in the certificate of registration under regulation 8 (2) shall be recorded in the aircraft civil register.

(3) The aircraft civil register of uncrewed free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

PART VIII—IDENTIFICATION PLATE

22. Requirements for identification plate

(1) An aircraft shall carry an identification plate inscribed with its nationality or common mark and registration mark.

(2) The identification plate shall be made of fireproof metal or other fireproof material of suitable physical properties.

(3) The identification plate shall be secured to the aircraft in a prominent position near the main entrance or—

- (a) in the case of an uncrewed free balloon, affixed conspicuously to the exterior of the payload; and
- (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.

(4) The operator shall affix to each aircraft registered under the laws of Uganda an identification plate containing the aircraft type, model, serial number, nationality and registration marks.

PART IX—GENERAL

23. Inspection of certificate of registration

A person who holds a certificate of registration issued under these Regulations shall present the certificate for inspection upon the request of the authority or a person authorised by the authority.

24. Change of name

(1) A person who holds a certificate issued under these Regulations may apply to the authority to change the name on the certificate.

(2) An application under subregulation (1) shall include—

(a) the current certificate; and

(b) a court order, or other legal document verifying the change of name.

(3) The authority may, on being satisfied with the application, change the certificate or issue a replacement certificate.

(4) The authority shall return to the holder the original certificate with the appropriate endorsement and the original documents submitted under subregulation 2 (b) and shall retain copies of the certificate.

25. Change of address

(1) A holder of a certificate, issued under these Regulations shall notify the authority of the change in the physical and mailing address and shall do so in the case of—

(a) the physical address, at least fourteen days before the change of address; and

- (b) the mailing address, upon the change of the mailing address.

(2) A person who fails to notify the authority of the change in the physical address within the time frame specified in subregulation (1) shall not exercise the privileges of the certificate.

26. Replacement of certificate

A person may apply to the authority, in the form prescribed by the authority in the applicable technical guidance material, for replacement of the certificate of registration issued under these Regulations where the certificate is lost or destroyed.

27. Certificate suspension, variation and revocation

(1) Where the authority considers it to be in the public interest, the authority may provisionally suspend any certificate issued under these Regulations pending investigation, except that, whether or not the investigation has been completed, a provisional suspension under this subregulation shall, if not otherwise terminated, cease to have effect after twenty-eight days.

(2) The authority may, upon the completion of an investigation, where the investigation shows sufficient grounds to revoke, suspend, or vary any document issued under these Regulations, and where the authority considers it to be in the public interest, revoke, suspend, or vary any document.

(3) Where the authority considers it to be in the public interest, the authority may prevent any aircraft from flying.

(4) Any person having possession or custody of any document which has been revoked, suspended or varied under these Regulations shall surrender it to the authority within fourteen days from the date of revocation, suspension or variation.

(5) Where any person breaches a condition of a certificate or other document granted or issued under these Regulations, the document shall be invalid during the continuance of the breach.

28. Use and retention of certificates and records

- (1) A person shall not—
 - (a) use any certificate issued under these Regulations which is forged or altered, or to which he or she is not entitled;
 - (b) forge or alter any certificate issued under these Regulations;
 - (c) lend any certificate issued under these Regulations to any person; or
 - (d) make any false representation for the purpose of procuring for himself or herself or any other person the issue or change of any such certificate.

(2) A person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or wilfully omit to make a material entry in such record, during the period for which it is required under these Regulations to be preserved.

(3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not purport to issue any certificate for the purpose of these Regulations unless he or she is authorised to do so by these Regulations.

(5) The authority shall not issue any certificate of the kind referred to in subregulation (4) unless he or she has satisfied himself or herself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.

29. Reports of violation

(1) A person who is aware of any violation of these Regulations or of any order issued under the Act, or any rule, shall report the violation to the authority.

(2) The authority shall determine the nature and type of investigation or enforcement action required to be undertaken in respect of a violation reported under subregulation (1).

30. Enforcement of directions

(1) The authority may take enforcement action against any person who fails to comply with any direction issued to him or her by the Authority or by an authorised person under these Regulations

(2) The authority shall take enforcement action against any regulated entity that fails to comply with these Regulations.

(3) An inspector shall take necessary action to preserve safety where an undesirable condition has been detected.

(4) The enforcement action referred to in subregulation (2) includes—

(a) in the case of a regulated entity, imposition of operating restrictions until the existing undesirable condition has been resolved; or

(b) in case of a licensed personnel, require that the individual does not exercise the privileges of the licence until the existing undesirable condition has been resolved.

(5) In carrying out enforcement action under subregulation (3), an inspector shall invoke the powers with due care and act in good faith in the interest of preserving safety.

31. Aeronautical user fees

(1) The authority shall notify applicants of the fees to be charged in connection with the issue of, including the issue of a duplicate copy, or the undergoing of any examination or investigation required by, or for the purpose of these Regulations any orders, notices or proclamations made under these Regulations.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with the provisions of subregulation (1), the applicant shall be required, before the application is entertained, to pay the required fee.

(3) Where a payment has been made and the application is withdrawn by the applicant or otherwise ceases to have effect or is rejected, the authority shall not refund the payment.

32. Application of Regulations to Government and visiting forces

(1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the Government, and for the purposes of such application, the department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.

(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provisions of these Regulations to the extent that the visiting force formed part of the military force of Uganda.

33. Extra-territorial application of Regulations

Except where the context otherwise requires, the provisions of these Regulations shall—

- (a) insofar as they apply, whether by express reference or otherwise, to aircraft registered in Uganda, wherever the aircraft may be;
- (b) insofar as they apply whether by express reference or otherwise to other aircraft, when they are within Uganda;
- (c) insofar as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything

by any person in, or by any of the crew of, any aircraft registered in Uganda, apply to such persons and crew, wherever they may be;

- (d) insofar as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Uganda by other persons shall, where such persons are citizens of Uganda, apply to them wherever they may be; and
- (e) not apply to meteorological pilot balloons used exclusively for meteorological purposes or to uncrewed free balloons without a payload.

PART X—MISCELLANEOUS

34. Contravention of Regulations

(1) A person who contravenes any provision of these Regulations may, have his or her licence, certificate, approval, authorisation, exemption or other document revoked or suspended.

(2) A person who contravenes any provision of these Regulations or an order, notice or proclamation made under these Regulations, in relation to an aircraft, the operator of that aircraft and the Pilot-In-Command, where the operator or, the Pilot-In-Command is not the person who contravened that provision shall without prejudice to the liability of any other person under these Regulations, be deemed for the purposes of this regulation to have contravened that provision unless that person proves that the contravention occurred without his or her consent or connivance and that he or she exercised due diligence to prevent the contravention.

(3) Where it is proved that an act or omission by any person is a contravention of a provision of these Regulations or an order, notice or proclamation made under these Regulations due to any cause not avoidable by the exercise of reasonable care by that person, the act or

omission shall be deemed not to be a contravention of the provision of these Regulations.

(4) Where a person is charged with contravening a provision under these Regulations, or an order, notice or proclamation made under these Regulations by reason of him or her having been a member of the flight crew on flight for the purpose of commercial air transport operations, a member of flight crew shall be treated, without prejudice to the liability of any other person under these Regulations, as not having been for that purpose in contravention of the provision, where he or she proves that he or she neither knew nor had reason to know that the flight was for that purpose.

(5) A person who contravenes any provision of these Regulations, or an order or notice not being a provision referred to in subregulation (9) commits an offence and is liable, on conviction, to a fine, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

(6) Where an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.

(7) An aircraft subject to a lien for the purpose of subregulation (6) may be seized by and placed in the custody of the authority.

(8) Subject to subregulation (7), the authority shall not seize an aircraft without the legal advice of the Attorney General.

(9) An aircraft seized under subregulation (7), shall be released from the custody of the authority upon—

- (a) payment of the penalty or the amount agreed upon in compromise;
- (b) deposit of a bond in such amount as the authority may prescribe, conditioned upon payment of the penalty or the amount agreed upon in compromise; and
- (c) receiving an order of the court to that effect.

(10) The authority and any person specifically authorised by name or any police officer not below the rank of inspector authorised by the Minister, may compound category A offences in Schedule 5 to these Regulations by assessing the contravention.

(11) A person convicted of compound offences referred to in subregulation (10) shall pay to the authority a fine not exceeding one hundred currency points.

(12) A person who contravenes any provision specified in a category Part B offence in Schedule 5 to these Regulations, commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points or to a term of imprisonment not exceeding four years or both.

(13) A person who contravenes any provision of these Regulations, not being a provision referred to in Schedule 5 to these Regulations, commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points and in the case of a second or subsequent conviction, to a fine not exceeding two hundred currency points.

35. Appeals

A person aggrieved by any decision made under these Regulations may, within twenty-one days of such decision being made, appeal against the decision to the High Court.

PART XI—REVOCATION, SAVINGS AND TRANSITIONAL

36. Revocation of S.I. No. 29 of 2020, savings and transitional

(1) The Civil Aviation (Aircraft Nationality and Registration Marks) Regulations, 2020 are revoked.

(2) A certificate or any approval granted by the authority under the regulations revoked by subregulation (1) and which is in force immediately before the commencement of these Regulations, shall have

effect and shall continue in force as if granted under these Regulations, until it expires or is cancelled by the authority.

(3) Notwithstanding the continuance of any certificate or approval under subregulation (2), a person who, at the commencement of these Regulations is carrying out any act, duty or operation affected by these Regulations shall, within six months from the commencement of these Regulations, or within such longer period as the Minister may, by notice in the Gazette prescribe, comply with the requirements of these Regulations.

(4) (4) Notwithstanding regulation 34, a person granted a certificate or approval continued under subregulation (2) who does not comply with the requirements of these Regulations within the time prescribed under subregulation (3), shall have the certificate or approval cancelled by the authority.

SCHEDULES

SCHEDULE 1

CURRENCY POINT

Regulations 3

One currency point is equivalent to twenty thousand shillings.

SCHEDULE 2

Regulation 5

CLASSIFICATION OF 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 | |
| | | Power-driven | Airship | { Rigid airship Semi-rigid airship Non-rigid airship | |
| | | | | | |
| | Heavier-than-air aircraft | Non-power-driven | Glider Kite ⁴ | { Land glider Sea glider ² | |
| | | | | | |
| | | Power-driven | Acroplane | { Landplane ³ Seaplane ² Amphibian ² | |
| | | | | | |
| Rotorcraft | Gyroplane | | { Land gyroplane ³ Sea gyroplane ² Amphibian gyroplane ² | | |
| | Helicopter | { Land helicopter ³ Sea helicopter ² Amphibian helicopter ² | | | |
| | | Ornithopter | { Land ornithopter ³ Sea ornithopter ² Amphibian ornithopter ² | | |
| <ol style="list-style-type: none"> 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

SCHEDULE 3

Regulation 9

CERTIFICATE OF REGISTRATION

| | | | |
|---|---|---|--------------|
| Certificate Number | REPUBLIC OF UGANDA UGANDA CIVIL AVIATION AUTHORITY CERTIFICATE OF REGISTRATION | | Form AWS 013 |
| | | | |
| 1. Nationality or common mark and registration mark (Basis of registration) (a) Ownership of aircraft (b) Operator of aircraft (c) Other (explain) | 2. Manufacturer and manufacturer's designation of aircraft | 3. Aircraft serial No. | |
| 4. (a) Name of owner (b) Address of certificate holder | | | |
| 5. Address of owner | | | |
| 6. It is hereby certified that the above described aircraft has been duly entered on the Uganda Aircraft Civil Register in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the Civil Aviation (Aircraft Nationality and Registration Marks) Regulations, S.I. No. 76 of 2022. | | | |
| (Signature) Date of issue | | | |

SCHEDULE 4

Regulation 11

CERTIFICATE OF DE-REGISTRATION

| | | |
|---|--|--|
| * | State <i>or</i> Common mark registering authority Ministry Department or Service | * |
| CERTIFICATE OF DEREGISTRATION | | |
| 1. Nationality or common mark and registration mark | 2. Manufacturer and manufacturer's designation of aircraft | 3. Aircraft serial no. |
| 4a. Issued to..... <p align="center"><i>(name of certificate holder)</i></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>): | | |
| 4b. Address of certificate holder..... <p align="center"><i>(at the time of deregistration)</i></p> | | |
| 5. Name and contact information of owner, if different from certificate holder: <p align="right"><i>(at the time of deregistration)</i></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 align="center">(name of register) (date)</p> | | |
| 6a. Reason(s) for deregistration, if known: | | |
| (Signature)..... | | |
| Date of issue..... | | |
| * | | |

* For use by the State of Registry or common mark registering authority.

SCHEDULE 5*Regulation 34***OFFENCES AND PENALTIES**

| REG. NO. | TITLE | CATEGORY OF OFFENCE |
|----------|--|---------------------|
| 4 | General requirements | B |
| 10 | Change of registration or ownership particulars | A |
| 12 | Marking and manner of affixation | B |
| 13 | General-location of marks | A |
| 14 | Display of marks | A |
| 15 | Location of marks on lighter-than-air aircraft | A |
| 16 | Location of marks on heavier-than-air aircraft | A |
| 18 | Removal of marks | A |
| 19 | Measurement of marks | A |
| 20 | Types of characters for nationality, common and registration marks | A |
| 22 | Requirement for identification plate | A |
| 28 | Use and retention of certificates and records | B |
| 29 | Reports of violations | B |

| REG. NO. | TITLE | PENALTY |
|----------|--|---|
| | PART A | |
| 10 | Change of registration or ownership particulars | Compound the offences by assessing and require the person convicted of the offence to pay an equivalent sum not exceeding one hundred currency points |
| 13 | General-location of marks | |
| 14 | Display of marks | |
| 15 | Location of marks on lighter-than-air aircraft | |
| 16 | Location of marks on heavier-than-air aircraft | |
| 18 | Removal of marks | |
| 19 | Measurement of marks | |
| 20 | Types of characters for nationality, common and registration marks | |
| 22 | Requirement for identification plate | |

| REG. NO. | TITLE | PENALTY |
|----------|---|---|
| | PART B | |
| 4 | General requirements | <p>A person who contravenes any provision specified in Part B of this Schedule commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points or a term of imprisonment not exceeding four years, or both.</p> <p>In the case of a second or subsequent conviction for the offence, the person is liable to a fine not exceeding two hundred currency points.</p> |
| 12 | Marking and manner of affixation | |
| 28 | Use and retention of certificates and records | |
| 29 | Reports of violations | |
| | | |

Cross references

The Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 S.I.
No. 77 of 2022

GEN. KATUMBA-WAMALA (MP)
Minister of Works and Transport

