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**Civil Aviation Act, 2004
(Act 2004-18)**

**CIVIL AVIATION (REGISTRATION OF AIRCRAFT AND
AIRCRAFT MORTGAGES) REGULATIONS, 2007**

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**Civil Aviation Act, 2004
(Act 2004-18)**

**CIVIL AVIATION (REGISTRATION OF AIRCRAFT AND
AIRCRAFT MORTGAGES) REGULATIONS, 2007**

The Minister in exercise of the powers conferred on him by sections 10 and 88 of the *Civil Aviation Act*, makes the following Regulations:

PART I

Preliminary

1. These Regulations may be cited as the *Civil Aviation (Registration of Aircraft and Aircraft Mortgages) Regulations, 2007*. Citation.

2. In these Regulations, Interpretation.

“Act” means the *Civil Aviation Act, 2004*; Act 2004-18.

“aircraft” means any machine that is capable of deriving support in the atmosphere from reactions of the air, other than a machine designed to derive support in the atmosphere from reactions against the earth’s surface of air expelled from the machine and includes a rocket;

“Barbadian aircraft” means a civil aircraft registered in Barbados;

“CARICOM” means the Caribbean Community established by the Treaty of Chaguaramas and set out in the *Caribbean Community Act*; Act 2003-18.

“CARICOM national” means the holder of a passport issued by a member State of the Caribbean Community who was born in the State issuing the passport;

“Contracting State” means a State that is a signatory to the Convention on international Civil Aviation signed at Chicago on 7th December 1944;

“fireproof material” means a material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose;

“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;

“heavier-than-air aircraft” means an aircraft deriving its lift by flight chiefly from aerodynamic forces;

“lighter-than-air aircraft” means an aircraft supported chiefly by its buoyancy in the air;

“national” means a person who

(a) is a citizen of a member State of CARICOM; or

(b) has a connection with that State of a kind which entitles him to be regarded as belonging to, or if it be so expressed, as being a native or resident of the State for the purpose of the laws thereof relating to immigration;

“Register” means the authorised list of aircraft registered in a State by the authority responsible for civil aviation in such State;

“State of Design” means the State having jurisdiction over the organisation responsible for the type design;

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

Applicability
of these
Regulations.

3. (1) Subject to paragraph (2), these Regulations shall apply to all Barbados civil aircraft in respect of registration, nationality and registration marks operated in or outside Barbados.

- (2) These Regulations shall not apply to
 - (a) a hang-glider;
 - (b) a model aircraft;
 - (c) a kite;
 - (d) a non-powered parachute; or
 - (e) an unmanned free balloon that is designed for a single launch in support of either scientific or weather research.

PART II

Registration

- 4. This Part shall apply to the registration of aircraft in Barbados except the aircraft specified in regulation 3(2). Applicability of this Part.
- 5. No person shall operate a civil aircraft in Barbados unless the aircraft has been registered in Barbados or under the laws of another Contracting State and meets the requirements of these Regulations. Restriction on operation of aircraft in Barbados.
- 6. A person who wishes to register a civil aircraft in Barbados shall Application for registration of civil aircraft.
 - (a) apply to the Director in the prescribed form;
 - (b) be at least 18 years of age;
 - (c) pay the prescribed fee; and
 - (d) meet the requirements of these Regulations.
- 7. (1) An application in regulation 6, may be made in respect of any aircraft which is owned by Requirements for registration of aircraft.
 - (a) a CARICOM national;

- Cap. 190.
- (b) a permanent resident of Barbados as referred to in section 5 of the *Immigration Act*;
 - (c) a body incorporated within a member State of CARICOM; or
 - (d) an individual or corporation of a foreign State who transfers custody and control of an aircraft in accordance with a lease agreement to the holder of an air operator certificate authorised to operate that type of aircraft.

(2) Notwithstanding paragraph (1), a civil aircraft shall not be registered in Barbados where such aircraft appears on the civil aircraft Register of another State.

De-registration of aircraft.

8. Where a person wishes to register a civil aircraft in Barbados and that aircraft is registered in another State, he shall first have the aircraft de-registered in that State before it is registered in Barbados.

Issue of certificate of aircraft registration.

9. (1) When the Director is satisfied that an applicant referred to in regulation 6 has met all the requirements of these Regulations, he may issue a certificate of aircraft registration in respect of that aircraft.

(2) The operator of a Barbadian aircraft issued with a certificate of aircraft registration referred to in paragraph (1) shall ensure that the certificate is carried in the cockpit of the aircraft at all times.

Requirements after certification of aircraft registration.

10. Upon a certificate of aircraft registration being issued under regulation 9, the Director shall

- (a) notify the State of Design of the registration of the civil aircraft in Barbados; and
- (b) request all airworthiness directives addressing the aircraft, airframe, engine, propeller, appliance or component part and all applicable information which the State of Design deems necessary for the continuing airworthiness and safe operation of the civil aircraft.

11. (1) Where the operator of a Barbadian aircraft wishes to de-register the aircraft, he shall

Requirements
for de-
registration.

- (a) apply to the Director in the prescribed form; and
- (b) pay the prescribed fee.

(2) Where the purpose of an application is for the de-registration of a Barbadian aircraft referred to in paragraph (1), as to facilitate re-registration of such aircraft in another State, the Director may, where he is satisfied that the State has agreed to re-register the aircraft, he may de-register the aircraft.

(3) Where the Director has approved the de-registration of a Barbadian aircraft in accordance with this Regulation, the owner of the aircraft shall

- (a) return to the Director, the certificate of aircraft registration, issued by the Director in respect of that aircraft; and
- (b) remove all nationality and registration markings on the Barbadian aircraft relevant to the certificate of aircraft registration referred to in paragraph (a).

12. (1) The Director shall maintain a current Register of Barbados civil aircraft which shall contain records of each civil aircraft registered in Barbados as follows:

Register of
civil
aircraft.

- (a) the number of the certificate of aircraft registration;
- (b) the nationality and registration marks of the Barbadian aircraft and the registration mark assigned to it by the Director;
- (c) the name of the manufacturer of the Barbadian aircraft and its type design;
- (d) the serial number of the Barbadian aircraft; and
- (e) the name and address of every person who is entitled as owner to a legal interest in the aircraft, or a share therein.

(2) Except for the unmanned free balloon specified under regulation 3(2)(e), the Director shall maintain a Register of unmanned free balloons that contain

- (a) the date, time and location of release;
- (b) the type of balloon; and
- (c) the name of the operator.

Conditions
for
registration.

13. The operator of a Barbadian aircraft registered under these Regulations shall

- (a) be subject to the laws governing civil aviation in Barbados; and
- (b) take all such directions from the Director in respect of operating the Barbadian aircraft in Barbados, and in any other State.

PART III

Registration of Aircraft Mortgages

General.

14. (1) The Director shall maintain a Register of aircraft mortgages with respect to aircraft registered in Barbados.

(2) The mortgage of an aircraft shall include any store of parts for that aircraft.

Registration
require-
ments.

15. (1) Applications to enter a mortgage in the Barbados Register of aircraft mortgages must be made to the Director by or on behalf of the mortgagee in the prescribed form and must be accompanied by:

- (a) a certified true copy of the mortgage; and
- (b) the appropriate fee.

(2) Where two or more aircraft are the subject of one mortgage, or the same aircraft is the subject of two or more mortgages, separate applications must be made in respect of each aircraft or of each mortgage, as the case may be.

(3) Where the mortgage is in a language other than English a certified true copy of the mortgage must be submitted to the Director accompanied by a certified true translation thereof.

(4) A notice of intention to make an application to enter a priority notice of an aircraft in the Register may also be entered in the Register.

(5) An application to enter a priority notice must be made by or on behalf of the prospective mortgagee in the prescribed form and shall be accompanied by the appropriate fee.

(6) When an application to enter a mortgage or a priority notice in the Register is duly made, the Director shall enter the mortgage or priority notice, as the case may be, in the Register by:

- (a) recording particulars of the mortgage or priority notice and the date and time of the entry; and
- (b) placing in the Register a copy of the mortgage or priority notice submitted to him bearing the notification under his hand, that the mortgage or priority notice has been recorded by him on the date and time stated in the Register.

(7) Applications duly made to the Director are entered in the Register in the order in which they were received.

16. (1) The particulars recorded in the Register of aircraft mortgages include the following:

- (a) Registration of aircraft;
- (b) Date of registration;

Particulars recorded in the Register of aircraft mortgages.

- (c) Date of priority notice;
- (d) Date of mortgage
 - (i) date of entry;
 - (ii) date of removal;
- (e) Aircraft data
 - (i) Constructor's No./Type;
 - (ii) Year of Construction;
 - (iii) Number & type of engines fitted;
 - (iv) Serial No(s);
- (f) Name and address of mortgagor and registration number;
- (g) Name and address of applicant for entry of mortgage;
- (h) Details of mortgage.

(2) Upon the registration of a mortgage the Director shall notify the applicant of:

- (a) the date and time of the entry of the mortgage or priority notice, as the case may be, in the Register;
- (b) the number of the entry in the Register;

and shall send a copy of the priority notice to the prospective mortgagee.

Aircraft that
may be
mortgaged
and
registered.

17. (1) A prerequisite for the creation in Barbados of a mortgage over an aircraft is the prior registration of the aircraft in the Barbados aircraft Register.

(2) Having satisfied the provisions of paragraph (1), an aircraft together with any store of spare parts for that aircraft may be made security for a loan or other valuable consideration, and a mortgage may be entered in the Register of aircraft mortgages.

18. (1) Mortgages that have been hitherto registered in a country other than Barbados may be registered in Barbados.

Registration
in Barbados
of foreign
mortgages.

(2) Where mortgages have been registered of an aircraft that had been previously registered in a foreign country, the Director may,

- (a) on receipt of the written consent of the mortgagor concerned; and
- (b) on the receipt of certified copies of the documents evidencing such registration,

enter those mortgages in the Register in the order in which they were recorded in the foreign register.

(3) Notwithstanding paragraph (2), no mortgage shall be entered in the Register in respect of a base-hull chartered aircraft that has been registered under the law of a foreign country.

19. The mortgagee shall notify the Director, in writing of any change:

Amendment
of Register.

- (a) affecting the person appearing in the Register as mortgagee or as mortgagor;
- (b) in the name or address of that person; or
- (c) in the description of the mortgaged property and on receipt of the foregoing together with the appropriate fee the Director shall:
 - (i) enter the notification in the Register; and
 - (ii) give notice of the entry to the mortgagor and the mortgagee; and

- (iii) where a bill of sale exists in relation to the aircraft, give notice of the entry to the owner of the aircraft.

Inspection
of Register.

20. On application to the Director and on payment of the appropriate fees, a person

- (a) may inspect any entry in the Register specified in the application;
- (b) shall be supplied with a copy, of the entries in the Register specified in the application;
- (c) shall be notified whether or not there are any entries in the Register relating to any aircraft specified in the application by reference to its nationality and registration marks.

Types of
aircraft
mortgages.

21. (1) The Director

- (a) shall only accept a legal mortgage or charge created by a deed; and
- (b) may, on his own discretion refuse to receive, file or register a document submitted to him if he is of the opinion that the document, does not comply with the requirements of the *Civil Aviation Act, 2004* or any regulations made under the Act.

Act 2004-
18.

(2) Notwithstanding paragraph (1) although it may not be required to be registered, an equitable mortgage is enforceable by the parties *inter se*, and the Courts in the exercise of their equitable jurisdiction will give full force and effect to an equitable mortgage as between the parties themselves.

(3) The equitable mortgage referred to in paragraph (2) will however be unenforceable as against third parties.

Mortgage
over spare
parts.

22. A mortgage of an aircraft includes a mortgage that extends to any store of spare parts for that aircraft but does not otherwise include a mortgage created as a floating charge.

23. The removal of an aircraft from the Barbados aircraft Register does not affect the rights of any mortgage under any registered mortgage, and entries shall continue to be made in the Register in relation to the mortgage as if the aircraft had not been removed from the Barbados aircraft Register.

Removal
of
aircraft
from
Barbados
aircraft
Register.

24. (1) Where a registered mortgage is discharged, or any part of the property has been released from the charge, the mortgagor must submit to the Director:

Discharge
of mortgage.

- (a) a notice of the discharge of the mortgage or release of the property in the prescribed form; and
- (b) the mortgage instrument with a discharge of the mortgage duly endorsed thereon, or any memorandum of the fact that the property or any part thereof has been released from the mortgage, as the case may be.

(2) On receipt of the notice of discharge in paragraph (1) together with the payment of the appropriate fee, the Director shall

- (a) enter the particulars of the form and indicate that the mortgage has been discharged, or the property released, as the case may be; and
- (b) give notice to that effect to the mortgagor and the mortgagee, and where a bill of sale exists in relation to that aircraft, to the owner of the aircraft.

25. (1) Every person shall at all times, be taken to have express notice of all the facts appearing in the Register, although the registration of a mortgage is not evidence of its validity.

Priority of
mortgages.

(2) A mortgage of an aircraft entered in the Register has priority over any other mortgage or other charge on that aircraft, other than a mortgage entered in the Register.

(3) Where a priority notice has been entered in the Register and the mortgage referred to in that notice is made and entered in the Register not later than 14 days after such notice has been entered, the mortgage which is the subject of that notice shall be deemed to have been requested at the time that the notice was given, and shall have priority accordingly.

(4) Where two or more mortgages of an aircraft are entered in the Register, those mortgages have *inter se* priority according to the time at which they were respectively entered in the Register, and not according to the dates of the mortgages.

(5) The priorities provided for in paragraphs (2) and (3) have effect notwithstanding any express, implied or constructive notice affecting the mortgage.

(6) Nothing contained in the provisions of paragraphs (2) to (5) shall be construed as giving a registered mortgage any priority over any possessory lien in respect of work done on the aircraft, whether before or after the creation or registration of the mortgage, on the express or implied authority of any person lawfully entitled to possession of the aircraft, or over right to detain the aircraft under any Act.

Retention
of
ownership
and power
of sale.

26. (1) A registered mortgagee is not, by reason only of the mortgage, the owner of the aircraft, nor does the owner thereof cease to be the owner by reason only of the mortgage.

(2) Notwithstanding paragraph (1), a registered mortgagee has the absolute power to dispose of the aircraft to which the registered mortgage relates and to give effectual receipts for the purchase money.

(3) Upon the occurrence where the mortgagor defaults on payment, a first mortgagee is at liberty to sell the aircraft without the consent or concurrence of any other person, however, where there are two or more persons registered as mortgagees of the same aircraft, a subsequent mortgagee is not permitted, except by order of a court of competent jurisdiction, to sell that aircraft without the concurrence of every mortgagee who has priority over him.

(4) A registered mortgage is not affected by any act of bankruptcy committed by the mortgagor after the date on which the mortgage is registered, notwithstanding that at the commencement of his bankruptcy the mortgagor had the aircraft in his possession, order or disposition, or that he was the reputed owner thereof.

(5) Pursuant to paragraph (4) the mortgage shall be preferred to any right, claim or interest therein of the other creditors of the bankrupt or any trustee or assignee on their behalf.

27. A registered mortgage of an aircraft may be transferred at any time to any person and, on the production of the information in the prescribed form, the Director shall record the transfer by entering in the Register the name of the transferee and the transferor of the aircraft and shall endorse on the instrument a note that it has been recorded by him on the date and time stated. Transfer of mortgage.

28. (1) Where the interest for a mortgage in an aircraft is transmitted on death or bankruptcy or by other lawful means, not being a voluntary transfer, the transmission must be authenticated by a declaration of transmission by the person to whom the interest is transmitted. Transfer on death or bankruptcy.

(2) Where the property in an aircraft Register is transmitted to another person on death or on the bankruptcy of the registered owner thereof or by other lawful means, not being a voluntary transfer by the registered owner,

- (a) the other person must authenticate the transmission by making and signing a declaration of transmission that identifies the aircraft and states the manner in which the property has been transmitted, and the person to whom the property has been transmitted;
- (b) the declaration of transmission must be accompanied by evidence admissible in a court as proof of the title of the persons claiming under a bankruptcy where the transmission results from bankruptcy;

- (c) the declaration of transmission must be accompanied by the instrument of representation or an official extract therefrom, where the transmission results from death.

(3) On receipt of a declaration of transmission of a registered mortgage accompanied by the required evidence, the Director shall enter the name of the person entitled under the transmission in the Register as mortgagee of the aircraft, in respect of which the transmissions have occurred.

PART IV

Nationality and Registration Marks

Applicability of this Part.

29. This Part prescribes the requirements for the display of nationality and registration marks on Barbadian aircraft.

Display of nationality and registration marks.

30. (1) No person shall operate an aircraft in Barbados unless such aircraft displays the nationality and registration marks in accordance with this Part.

(2) No person shall operate an aircraft registered in a foreign State in Barbados unless that aircraft displays the nationality and registration marks in accordance with the laws of the foreign State.

(3) No person shall place on any Barbadian aircraft, a design, mark or symbol that modifies or confuses the nationality and registration marks required by these Regulations unless otherwise authorised by the Director.

(4) Nationality and registration marks referred to in paragraph (1), shall

(a) be painted on the outer surface of the aircraft or affixed by other means ensuring a similar degree of permanence;

(b) be in capital letters in Roman characters without ornamentation, and numbers shall be in Arabic numerals without ornamentation;

- (c) be in clear and distinct contrast with the colour of the background;
- (d) be legible;
- (e) be kept clean and visible at all times; and
- (f) not be used where they may be interpreted as any of the symbols of the International Five Letter Code of Signal or Distress Codes.

31. (1) The owner or operator of a Barbadian aircraft shall ensure that the aircraft is marked with Display of marks.

- (a) the nationality mark of Barbados; and
- (b) the registration mark of the aircraft.

(2) The nationality mark of Barbados referred to in paragraph (1)(a) shall be “8P”.

(3) Where, as a result of a configuration of the Barbadian aircraft, it is not possible to mark the Barbadian aircraft in accordance with paragraph (1), the owner or operator where applicable shall apply to the Director to use a different display.

(4) The nationality mark referred to in paragraph (1) shall precede the registration mark.

(5) When the first character of the registration mark under paragraph (1) is a letter, it shall be preceded by a hyphen.

32. (1) The height of the nationality and registration marks referred to in regulation 30 on the Size of marks.

- (a) wings of heavier-than-air aircraft shall be at least 50 centimetres;
- (b) fuselage or equivalent structure and on the vertical tail surfaces of heavier-than-air aircraft shall be at least 30 centimetres;

(c) rotorcraft fuselage or equivalent structure and on the vertical tail surfaces shall be at least 30 centimetres;

(d) lighter-than-air and powered-lift aircraft shall be at least 50 centimetres.

(2) Width of characters and length of hyphens of the nationality and registration marks referred to in regulation 30 shall be $\frac{2}{3}$ as wide as they are high.

(3) Notwithstanding paragraph (2)

(a) the number “1”, when used in a nationality or registration mark, shall be $\frac{1}{6}$ as wide as it is high; and

(b) the letters “M” and “W”, shall be as wide as they are high.

(4) The characters in the nationality and registration marks shall be formed by solid lines, $\frac{1}{6}$ as thick as the character is high.

(5) The space between each character in the nationality and registration marks shall not be less than $\frac{1}{4}$ of the character width, and a hyphen shall be regarded as a character for this purpose.

(6) All nationality and registration marks required by this Part for fixed-wing aircraft shall have the same height, width, thickness and spacing on both sides of the aircraft.

Location of
marks on
fixed-wing
aircraft.

33. (1) Where a Barbadian aircraft is a fixed-wing aircraft, the operator shall ensure such aircraft has the required nationality and registration marks displayed on both sides of the vertical tail surfaces or both sides of the fuselage.

(2) Where the nationality and registration marks referred to in paragraph (1), occur on

- (a) the vertical tail surfaces, they shall be displayed horizontally on both surfaces of the single vertical tail or on the outer surfaces of the multi-vertical tail;
- (b) the fuselage surfaces, they shall be displayed horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer.

(3) When the engine pods or other appurtenances are located in the area described in paragraph (2)(b), and are an integral part of the aircraft, the operator of the Barbadian aircraft, may place the marks on those pods or appurtenances.

(4) An operator of a Barbadian aircraft under this Regulation shall ensure that the nationality and registration marks appear once on the lower surface of the wing structure, and 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.

(5) As far as possible nationality and registration marks shall be located at equidistant points from the leading and trailing edges of the wing.

(6) An operator shall ensure that the tops of the letters and numbers contained in the nationality and registration marks shall be towards the leading edge of the wing.

34. Where a Barbadian aircraft is a rotorcraft, the operator shall ensure that such rotorcraft has nationality and registration marks displayed horizontally on both surfaces of the fuselage, boom or tail, such that the rotorcraft can be readily identified by its markings.

Location of marks on rotorcraft.

35. Where a Barbadian aircraft is

Location of marks on lighter-than-air aircraft.

- (a) an airship, the operator shall ensure that such airship has nationality and registration marks that appear on the
 - (i) hull, location lengthwise on each side of the hull and on its upper surface on the line of symmetry; or

- (ii) surface of the horizontal stabilizer, 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
 - (iii) surface of the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally;
- (b) a spherical balloon, other than an unmanned free balloon, the operator shall ensure that the spherical balloon has nationality and registration marks that appear in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon; or
- (c) a non-spherical balloon, other than unmanned free balloon, the operator shall ensure that the non-spherical balloon has nationality and registration marks that appear on each side, 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.

Deviation of size and location of marks.

36. (1) Where only one of the two surfaces authorised for displaying the required nationality and registration marks meets the requirements for such marks under these Regulations, the operator shall place the nationality and registration marks on that surface.

(2) Where neither surface authorised for displaying the required nationality and registration marks is large enough for displaying full-size nationality and registration marks, the Director may approve marks as large as practicable for display on the larger of the two surfaces.

Removal of nationality and registration marks.

37. (1) When a Barbadian aircraft is sold by the owner to a buyer who is not a citizen or other legal entity as prescribed in regulation 7, the owner shall de-register the aircraft in accordance with regulation 11, remove all Barbados nationality and registration marks before its delivery to the buyer and return the certificate of aircraft registration of the aircraft to the Director.

(2) Where a Barbadian aircraft is sold by the owner to a buyer who is a citizen or other legal entity as prescribed in regulation 7, the operator of the Barbadian aircraft shall inform the Director of the sale and change of ownership and return the certificate of aircraft registration of the aircraft to the Director.

38. (1) No person shall operate a Barbadian aircraft unless there are two aircraft identification plates attached to the Barbadian aircraft.

Aircraft
identifica-
tion
plates.

(2) Except as authorised by the Director, one aircraft identification plate shall be attached onto the aircraft in the manner set out in the standards of the State of manufacture of the aircraft, and provide the following information:

- (a) name of the manufacturer;
- (b) model designation of the manufacturer as described in the type certificate or equivalent document;
- (c) type certificate number or equivalent designation; and
- (d) aircraft serial number.

(3) One aircraft identification plate shall be secured to the aircraft in a prominent position near the main entrance, or in the case of an unmanned free balloon, other than that specified under regulation 3(2)(e), affixed conspicuously to the exterior of the payload and provide the following information:

- (a) nationality and registration marks; and
- (b) name and address of the registered owner.

(4) The information specified in paragraphs (2) and (3) shall be permanently etched, engraved or stamped on the aircraft identification plates.

(5) The aircraft identification plates specified in this regulation shall be made of fireproof metal or other fireproof material of suitable physical properties.

Removal,
replacement
and
attachment
of and
alteration
of
information
on aircraft
identifica-
tion
plates.

39. (1) Except as specified in this Regulation, no person shall

(a) remove or replace an aircraft identification plate;

(b) alter the information on an aircraft identification plate;

(c) attach to a Barbadian aircraft, an unauthorised aircraft identification plate.

(2) Notwithstanding paragraph 1(a) a person may, without authorisation from the Director, remove an aircraft identification plate from a Barbadian aircraft for the purpose of performing work on the aircraft.

(3) Where an aircraft identification plate is removed under paragraph (2), it shall be re-attached immediately after the work is completed in accordance with regulation 38.

(4) Where the operator of a Barbadian aircraft modifies the Barbadian aircraft that modification results in a change in the model designation as specified by the approved aircraft data, the operator shall submit an application to change the aircraft identification plate in writing to the Director, supported by justification for the request and evidence that establishes the identity of the aircraft.

(5) Where the Director is satisfied that an application referred to in paragraph (4) meets the requirements of these Regulations, the Director shall issue a written authorisation to the operator to install a new aircraft identification plate with the information specified in paragraph (7).

(6) Upon receipt of an authorisation to install a new aircraft identification plate on a Barbadian aircraft referred to in paragraph (5), the operator shall attach such aircraft identification plate with the information specified in paragraph (7), to the aircraft as near as possible to the location of the original aircraft identification plate before the next flight.

(7) The following information shall be permanently etched, engraved or stamped on the new aircraft identification plate specified in paragraph (4):

- (a) name of the manufacturer;
- (b) the new model designation described in the supplemental type certificate or equivalent document;
- (c) the supplemental type certificate number or equivalent designation; and
- (d) the Barbadian aircraft serial number.

(8) Where the operator of a Barbadian aircraft wishes to alter the information on the aircraft identification plate of the aircraft referred to in regulation 38(3), he shall submit an application to change the aircraft identification plate in writing to the Director supported by justification for the request and evidence that establishes the identity of the aircraft.

(9) Where the Director is satisfied that an application referred to in paragraph (8), meets all the requirements of this Regulation, he shall issue a written authorisation to the operator to install a new aircraft identification plate with the new information.

(10) Upon receipt of an authorisation to install a new aircraft identification plate on a Barbadian aircraft referred to in paragraph (9), the operator shall attach the aircraft identification plate with the new information to the aircraft as near as possible to the location of the original aircraft identification plate before the next flight.

40. (1) The Director may make Standards or amend Standards and incorporate them by reference into these Regulations.

Director
may make
Standards
or
amend
Standards.

(2) The Director shall not make a Standard or an amendment to a Standard unless he has undertaken consultations with interested parties concerning the Standard or the amendment.

(3) No Standard or amendment may come into effect less than 30 days after it is made.

(4) A Standard or an amendment to a Standard may be made and brought into effect by the Director without regard to regulations 25(2) and 25(3) where the standard or amendment is urgently required to ensure aviation safety or the safety of the public.

Made by the Minister this 31st day of December, 2007.

NOEL A. LYNCH
Minister responsible for Civil Aviation